VOL. CCXV, No. 2810

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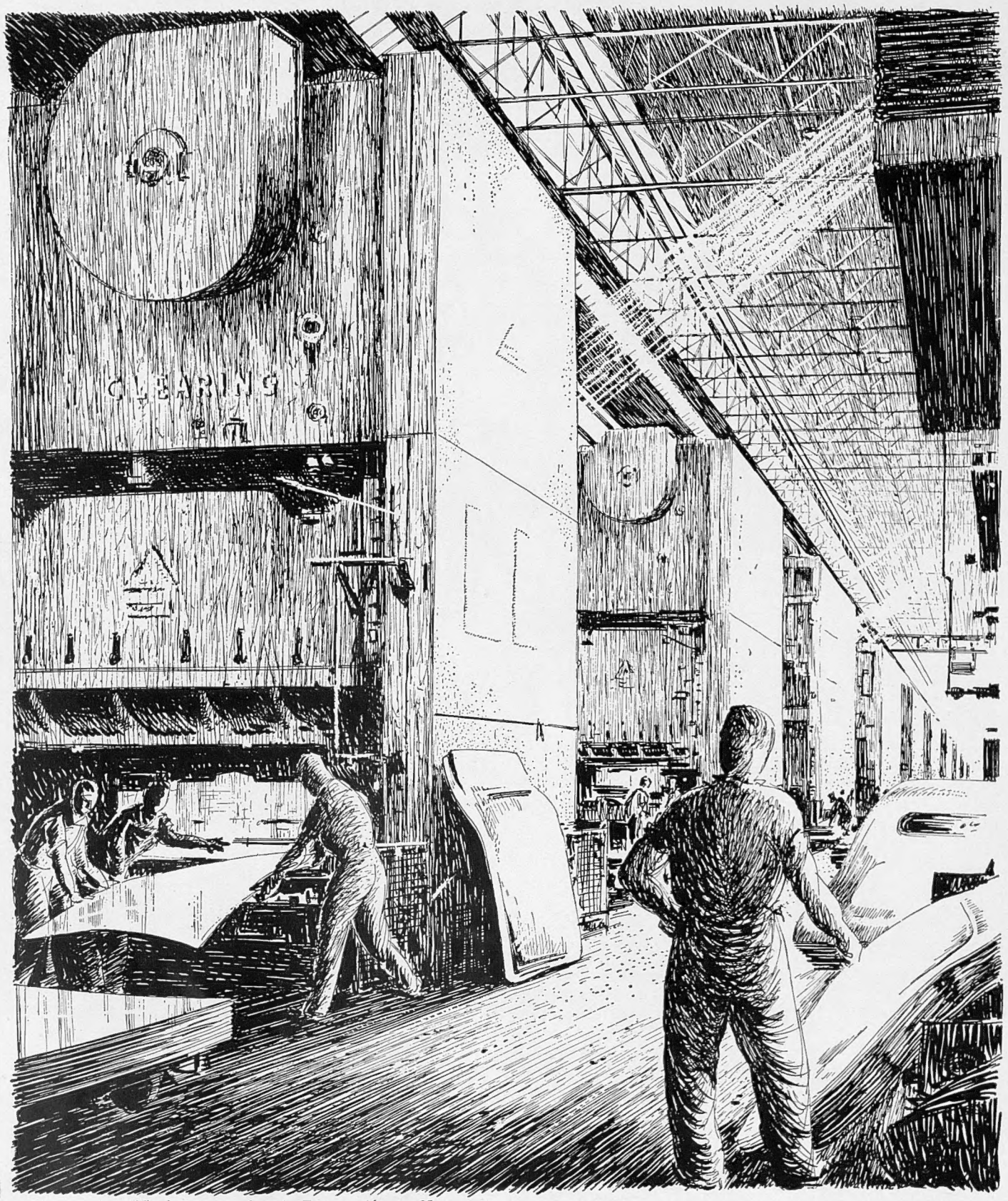

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Volume CCXV No. 2810 The SPHERE, London, December 19, 1953

The SPHERE

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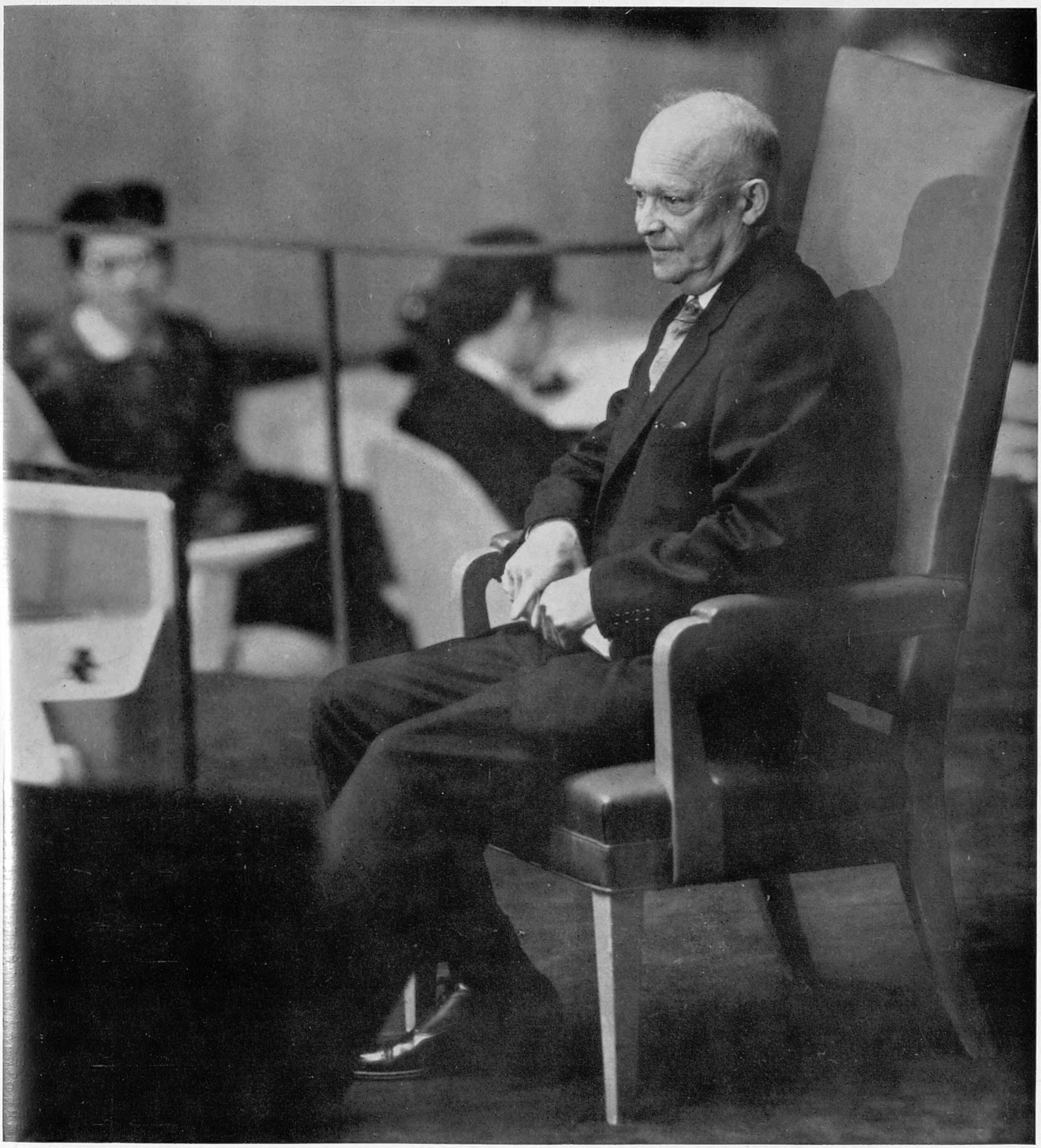

WEARY, BUT HEARTENED BY A TEN-MINUTE OVATION—PRESIDENT EISENHOWER RESTS AFTER HIS DRAMATIC SPEECH ON ATOMIC ENERGY CONTROL TO THE UNITED NATIONS : The President smiles modestly as he acknowledges the rousing reception he received from 1,000 delegates at the General Assembly in New York. He had proposed that those nations involved in the production of uranium and fissionable materials should make joint contributions from their stockpiles to an International Atomic Energy Agency. Democratic leader, Adlai Stevenson, speaking in Philadelphia last Saturday, warmly applauded the President for the initiative he had taken and for his re-affirmation of the American desire for peaceful, friendly relations with the Russian people.

The General Assembly of the United Nations accorded President Eisenhower a big ovation after his speech on the control of atomic energy. For ten minutes the crowded hall applauded as the President sat back in his chair, looking weary after the strain which first the Bermuda Conference and then his speech had obviously imposed on him. But at the same time he seemed gratified, and that the Soviet delegates were not sparing in their applause seemed to be significant enough. In his speech, the President made suggestions for ending the deadlock over atomic energy. He hoped that such an atmosphere of good will might be created that it would be possible to discuss the establishment of an international agency for atomic energy. This agency should be made responsible for storing uranium and fissionable materials, and also perhaps for applying them to peaceful purposes. (Further pictures of this meeting of the United Nations are on page 479.)

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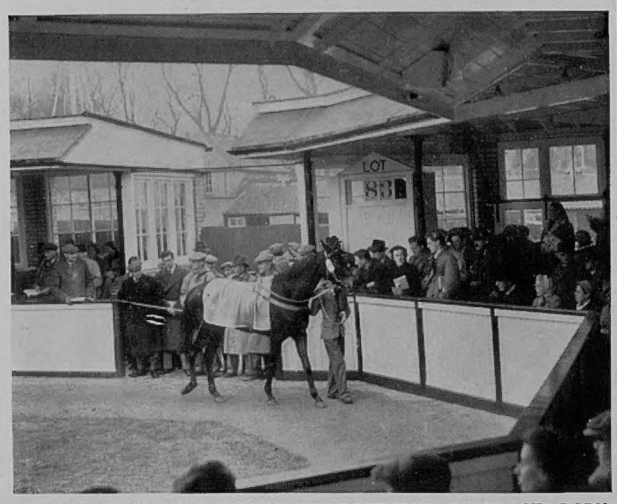
THE NEWMARKET DECEMBER SALES



IN THE RING AT TATTERSALLS' DECEMBER SALES AT PARK PADDOCKS, NEWMARKET: Andromeda, a Stardust filly, which went to 4,100 guineas but did not reach the reserve price. Altogether this year there were 1,128 lots to be sold.

Prices at this year's Newmarket December Sales were rather higher than those obtained last year. Though a number of yearlings were offered, the accent in this, the last sale of the year, was on mares, foals and horses in and out of training. A feature at Newmarket was the number of buyers from abroad. A strong contingent from the United States, and the official representatives of the Argentine Government were outstanding buyers. The record price for a horse in training was paid when the Argentine Government gave 22,000 guineas for Mr. J. A. Dewar's five-year-old Aristophanes. Not all horses in training were, however, so in demand. Of recent winners, for example, Flighty Frances, Sybil's Nephew and The Scarlet Pimpernel all failed to make their reserve prices. A large number of lots were sold by the Executors of the late Fred Darling, and the sale of many horses from Beckhampton evoked fond memories of this most popular breeder.

THE QUEEN'S TRAINER IN COMPANY WITH LADY CHESTERFIELD: Captain Cecil Boyd-Rochfort at the December Sales.

AMERICAN VISITORS TO NEWMARKET: From left, Mrs. and Mr. Gottlieb, Mr. William Miles and Mr. Humphrey S. Finney. Mr. Finney was a big buyer at the sales, and his purchases included Kirsch, a nine-year-old mare, for 7,000 guineas.

RATES OF SUBSCRIPTION TO "THE SPHERE."

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Bermuda—and After.—The Conference is over. The giants are home again. M. Laniel, we hope, received the crumbs of the decisions made at his bedside. If results are unpleasing to the French Assembly, his illness may prove a blessing in disguise for himself. How very dark they kept their discussions and decisions. The attendant sleuths barely saw the 'ooves of the 'osses. We know the giants spent long over the reply to Russia's acceptance of a Berlin meeting and that Dr. Adenauer approved its terms. The text does not carry us much further. There must be another word from Russia. Perhaps the President's flesh-creeping picture of this atomic age may add persuasiveness to our arguments. Then they reviewed the Far East. That might well have taken more than a morning's session. A large subject; a far from homogeneous group of nations live in it, Communist and anti-Communist, bond and free, great modern States and little peoples crying out for self-government, some before their time. And Britain, America and France have very different views and aspirations about these various countries and their problems. It is hard to believe that a considerable measure of common agreement can have been reached in a morning's session on that loaded agenda, but we know the value of personal contacts, and we don't underrate the value of Bermuda. Three days of personal contact between big men can generate a goodwill which may remain effective for a year at least, even when new causes of dispute arise. It was so in Stalin's time at the war conferences. And the value of Bermuda in eliminating minor misunderstandings and causes of irritation is absolutely incontestible.

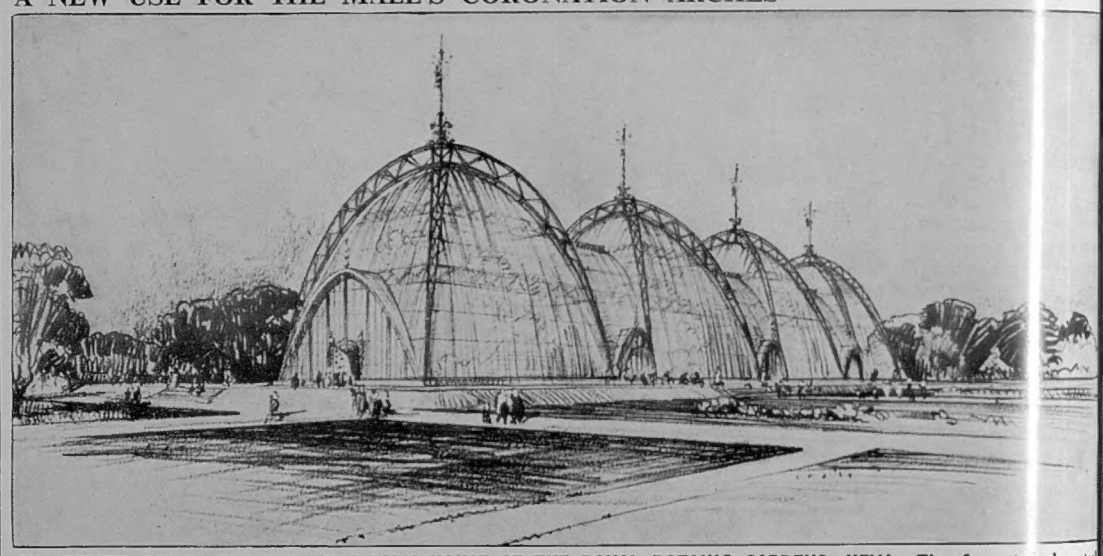
A Formula for Reducing Fear.—The President's atomic age speech had long been preparing, and several experts and scientists had a hand in it. Its hour of delivery was timed to coincide with the end of the Bermuda Conference and to assist the reply to Russia's olive branch. It read well; there was in it a conciliatory and humble spirit and a breadth and humanity not always apparent in American world-pronouncements addressed largely to Russia, and a marked absence of recrimination and fault-finding. Modern world Powers are very like children. A very simple formula may serve to allay their fears and compose their quarrels. Atomic power is being piled up by a few nations, in fear and for defence, capable of destroying humanity. If aggression is sudden, one or two countries must be utterly destroyed before the aggressor can be eliminated in his turn. That cannot be avoided. The President's formula—which will take time to work out in detail—proposes that each Power which is piling up atomic power should contribute to a world organisation a small part of its stockpile, to be controlled and used for peaceful needs, such as the provision of electric power in backward areas of the world. Through this world organisation, East and West would see the beneficial possibilities of atomic energy, and by this initial pooling could exchange ideas, shed some of their misunderstandings and suspicions, and begin to work together constructively for peaceful uses of the terror weapon, until any other use for it becomes abominable in their sight.

Out of the Limelight.—People used to constant noise all the twenty-four hours of a day are said to be unable to sleep in the deep silence of the countryside. There is a parallel here in the present shut-down of publicity concerning our Royal Family. The Queen and Duke are steaming peacefully across the Pacific, and nothing but a short paragraph a day and a dim radio photograph or two infringes their seclusion. Such a thing has not happened since the Queen's accession, and we at home are very conscious of it. Even the Royal children live their nursery and now schoolroom days without publicity. It is a holiday for the Queen and Duke which they deserve, and I am old-fashioned enough to believe that it is good also for us and for the monarchy. I have always felt that a little mystery, an occasional break in non-stop publicity, is proper still and healthy for our unique monarchy and Royal House. When the *Gothic* next makes landfall, the flood-gates of publicity and flood-lighting will open on them again. Meanwhile, this is a holiday for the Queen and Duke, and a time of rest before intense strain; and for us who have come to expect a daily hour-to-hour report on their doings, it is a Lenten period which enables us to reflect on the enormous share of our daily interest in the news which their public and private functions normally supply.

"Trust the People."—The Engineers' strike of December 2 could fairly be called an act of folly almost without precedent. It could be called worse names, such as unpatriotic, even traitorous. If the Communists engineered it, the Unions must confess to impotence or lack of principles. If 1,500,000 men in the industry were prepared to indulge in traitorous sabotage of the national effort, the Minister's recent easy phrases about "Trusting the people" makes them and their words the more foolish. The nation loses many millions and nobody gained a penny-piece. Even the instigators' triumph is hollow when the men they lure to folly find that they gained nothing towards their claims and by this strike must lose face if they ultimately accept constitutional procedure. There is, and never was, any hope of their full demands being met. "The cost of living" is the eternal cry and spur to wage-increase demands. The Opposition make full use of it, and there is no more wicked instrument for waging party warfare. And the inconsistency in relating the continual increase in living costs to the wicked action of the Tories in slashing food subsidies, is made more glaring and dishonest when the same Opposition bitterly criticise a supplementary estimate of £126,000,000 for food subsidies and stocks. "Trust the people"—not, surely, all the people, all the time! Here at least is an example of 1,500,000 normal men, shrewd enough to know which side their bread is buttered, scraping off the butter and throwing the bread away for a party slogan, listening to a bazaar rumour and running amok on the strength of it.

Mr. Malcolm MacDonald.—It seems that Singapore must be lost without Mr. M. MacDonald. The Commissioner-General in South-East Asia

A NEW USE FOR THE MALL'S CORONATION ARCHES



AN ARTIST'S DESIGN FOR THE NEW PALM HOUSE AT THE ROYAL BOTANIC GARDENS, KEW: The four tubular steel arches would be erected in line on the site of the present structure, supporting beneath them a glass envelope resting on aluminium internal members. This was disclosed by the Minister of Works when he announced in the House of Commons that the structure of the present Palm House had become so defective through excessive corrosion that it was necessary to contemplate building a new one. The Ministry of Works have made a careful study of the best type of construction for the new building, bearing in mind the humid temperatures which have to be maintained inside the house; the results of research, and the suggestion of incorporating in the structure the decorative tubular steel arches used in the Mall during the Coronation. The corrosion which has affected the present structure above ground has also penetrated into the basement, and replacement of the basement structure will also be necessary. In reorganising the heating system, which is installed in chambers beneath the building, it is intended to improve the present arrangements by installing a new boiler-house in the near-by service yard. The present Palm House was designed by Decimus Burton and completed in 1848, the design being based upon a framework of columns and curved ribs in cast and wrought iron. The roughly-estimated cost of the erection of a new building would be in the region of £300,000.

apparently the exception which proves the rule that no man is indispensable. Son of Premier Ramsay MacDonald, he held three senior portfolios between 1936 and 1941, and thereafter was High Commissioner in Canada till 1946, when he went to Singapore as Governor-General, and soon after became C.G.S.E. Asia. His term " ended " in the spring of 1951. Since then he has accepted four extensions. Now he is due to quit in November 1954. His U.K. addresses have been little of him. His job is difficult and pay and allowances recognise his responsibilities. He has obviously given satisfaction to the powers-that-be (from time to time). But the public at home know absolutely nothing of what he does. We know all about Templer and his work in Malaya. Mr. MacDonald does his work in the twilight. He is never " news " except for a day when a new extension is offered and accepted. A man of great address and many addresses, he seems to have settled down in Johore.

Pool Profits.—Sometimes one's " blood boils " at the *non possumus* of Ministers when what seems an obvious duty of Government is shelved with a promise to explore the avenues. Of course, we don't know the administrative difficulties, but we do have a shrewd idea that administrative difficulties ought to be overcome and not used as excuses for apathy. Take pools and gambling. In 1952 the people staked £68,000,000 on pool gambling. The promoters net from this total something under £10,000,000 a year, the Exchequer net about £20,000,000. Most of the gamblers throw all their money down the sink. All of them indirectly pay tax and directly subsidise a few promoting " moguls." It is good that they should contribute to taxation, for not a few of the gambling fraternity keep their winnings in their breast-pockets out of Mr. Bloodsucker's vision. A Member of Parliament suggested to Mr. Butler that some part of the available profits from gambling should be ploughed back, as in Sweden, for the cause of physical training, education and the good of the game or sport which attracts the gamblers. Mr. Butler's sympathetic answer was vague. He made it clear that " the sources of revenue are not earmarked." Good or bad, tainted or pure, the money raked in all goes to keep our heads above water. The dirty money is as buoyant as the clean. When in your post office you watch Public Assistance money being converted in postal orders for the pools, you may wonder whether after all the Piltdown fraud *is* a fraud.

Oxford Martyr.—I do not seek to revive a half-forgotten and very mild sensation, and, indeed, to refer to the Oxford hoax girl will please none of the parties concerned. I shall name no names. An Oxford undergraduette, relying on her very slim figure, cut her hair short and, dressed as a man, dined in the Hall of a man's college at Oxford. She was detected by a scout, a sleuth, who peached, and the girl and her host were rusticated—a mere " token " penalty. The authorities saw the stunt as a foolish and innocent piece of bravado. But I like to think that the girl, whose father is an Inspector of Income Tax, is herself very observant and had seen, what I see, on my rare visits to Oxford, a certain sex-muddle among the alumni. So many of the boys look like girls, gentle and long-haired ; not a few of the girls could easily be mistaken for boys, tough and masculine at that. I feel no doubt at all that if she had sacrificed her long, pointed finger-nails, she would have got away with it. I like to think that her gesture was one of contempt for the male sex. I am sure that in the Oxford colleges to-day all the girls are brave and most of the boys virtuous, but, for my part, I like to see the girls pretty and the boys manly. Economic conditions may prevent this ideal. Barbers are again putting up their charges.

Salute to an Unhonoured Prophet.—In his *Highways and By-ways in Sussex*, first published in pocket edition in 1923, E. V. Lucas begins his Chapter XXV with Maresfield and Piltdown. He remarks on the oddity of this human skull, thousands of years old, of a dumb and prehistoric peasant starting a scientific symposium in our own day. And he adds : " The anatomist Ramström of Upsala has the hardihood to suggest that at the same time that the Piltdown man expired, a chimpanzee also gave up the ghost, and whereas the skull that the Lewes archæologist, Charles Dawson, excavated in 1912 belonged to a prehistoric man, the jaw belonged to an ape, and therefore no valuable inferences could be drawn." But, adds Lucas, the humanists won the day, or the Piltdown man would not be so famous. How E.V.L. would have rushed into print to boost his Chapter XXV and Ramström.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE FEAST OF STEPHEN

W. Macqueen Pope Dissertates on the Tradition of Going Out on Boxing Day

FORT BELVEDERE IS NO LONGER REQUIRED FOR ROYAL SERVICE

THE LARGE RAMBLING BUILDING IS HANDED TO THE COMMISSIONERS OF CROWN LANDS AS THE QUEEN NO LONGER REQUIRES IT AS A GRACE AND FAVOUR RESIDENCE : The property, unoccupied since the war, when it was used as offices, is now in a bad state of repair, and the recent decision is the result of discussions which have been going on for a few years. Its future use has not yet been decided. Standing on the edge of Windsor Great Park, near Virginia Water, Surrey, Fort Belvedere was given to the Duke of Windsor, when Prince of Wales, in 1929, and remained as his country home until his abdication. It has about forty rooms. Many alterations were made during the Duke's residence there, and it was he who installed the central-heating system.

ONE OF THE WORLD'S MOST MODERN HOSPITAL DEPARTMENTS

THE EXTERIOR OF THE NEW ANNEXE OF ST. JAMES'S HOSPITAL, BALHAM, LONDON, S.W.: This is the new out-patients' department which the Minister of Health opened on December 11, and which is probably the most modern in the world. Most of the interior fittings can be removed in a few hours to facilitate the installation of more modern equipment. The statue of a nude man on the right of the picture has been the subject of local controversy, some residents going so far as to say that they were prepared to buy it from the hospital for £500 and return it to Mr. Waine Hobson, the sculptor.

On right—

THE LOUNGE AND SNACK BAR IN THE NEW ANNEXE: Other lounges are attached to each separate department used by out-patients.

FROM THE CARIBBEAN TO THE PACIFIC

FACETS OF THE ROYAL TOUR; THE JAMAICA INCIDENT; FILMING THE ESCORTS

WARREN KIDD, THE JAMAICAN RALEIGH, MAKES HIS OBEISANCE TO THE QUEEN: This is a reproduction of the original photograph, taken when the Negro school-teacher rushed forward to lay his coat in front of the Queen as she left Port Royal, Kingston, Jamaica. Most newspaper reports declared that the Queen, after being momentarily taken aback, then walked on with complete composure. This picture, on the contrary, shows Her Majesty smiling broadly at the incident, and the Governor of the island is smiling too. A few seconds later Kidd was hustled from the scene, and subsequently examined at Kingston police headquarters, where one reporter declared that the question of his sanity was raised. He was released immediately. Seven M.P.s later sent a message of thanks to Kidd, addressing him as the Jamaican Raleigh.

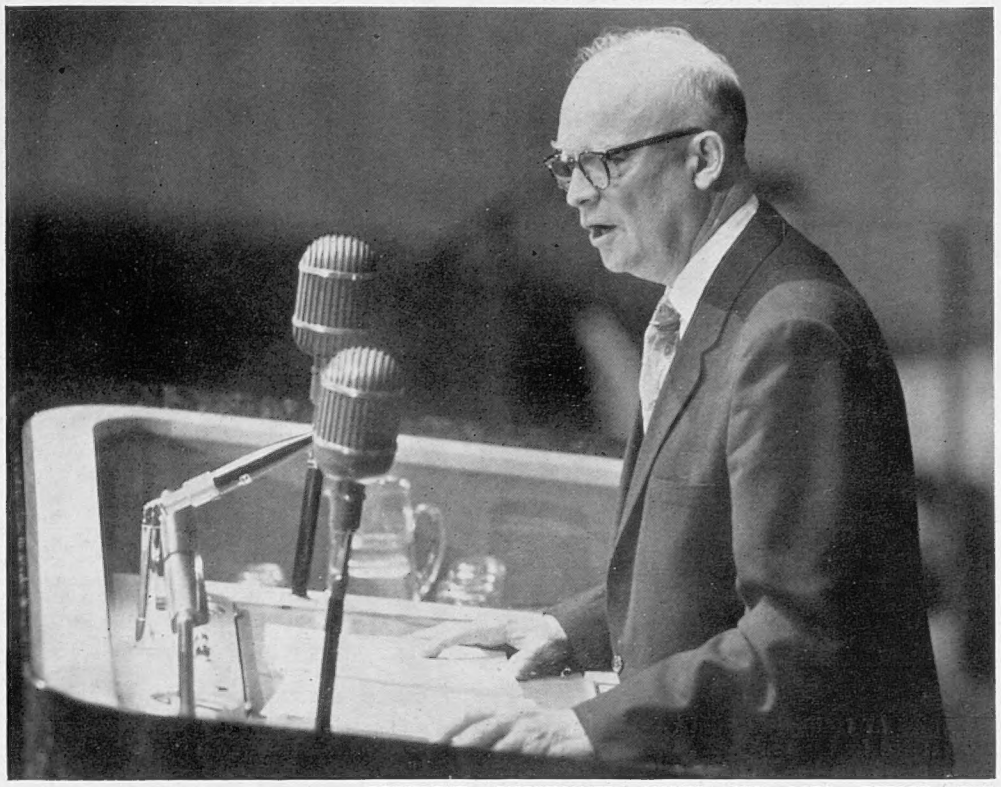
Below—

FILM-MAKING FROM THE BRIDGE OF THE "GOTHIC": The Queen, watched by the Duke of Edinburgh, uses her cine camera when making a film of the hand-over of escort duty by the cruiser *Sheffield* to the New Zealand cruiser *Black Prince*. While the hand-over was in progress in mid-Pacific the *Sheffield* fired a twenty-one-gun salute.

PRESIDENT EISENHOWER BEFORE THE U.N. GENERAL ASSEMBLY

The Scenes in New York when the President Proposed the Establishment of an International Atomic Energy Agency

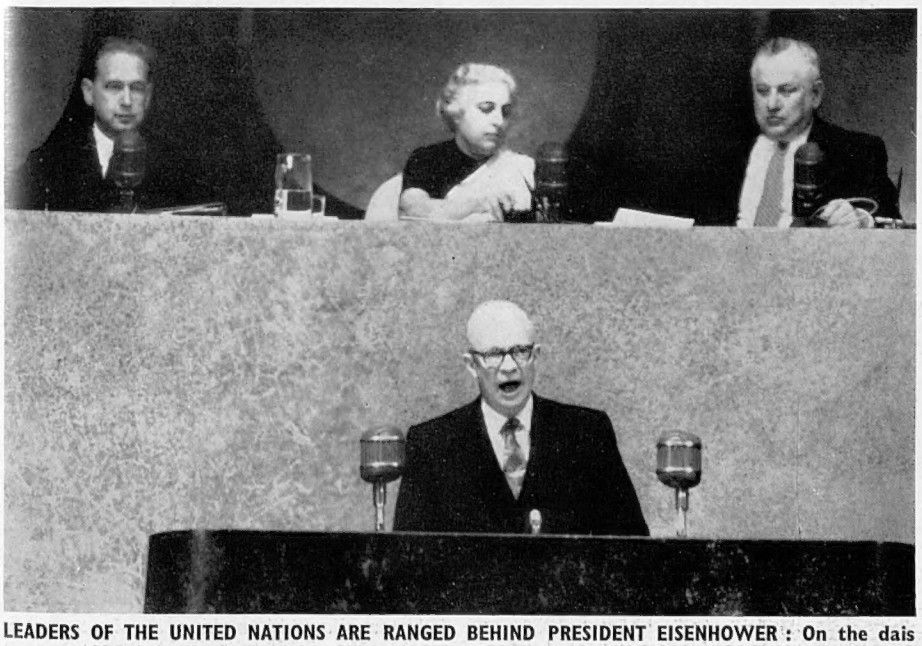
AS ONE PRESIDENT TO ANOTHER : President Eisenhower bows as he is greeted by Mrs. Vijaya Pandit, President of the United Nations General Assembly, on his arrival at the U.N. Headquarters in New York. President Eisenhower, addressing more than 1,000 delegates, proposed the setting-up of an international atomic energy agency.



PRESIDENT EISENHOWER MAKES HIS PLEA BEFORE THE WORLD : The importance of the occasion, and his exertions at Bermuda, left the President very weary after his speech.

THE UNITED NATIONS GENERAL ASSEMBLY HALL WAS CROWDED FULL TO HEAR THE PRESIDENT : A view of the rostrum and part of the hall during President Eisenhower's speech. The President had flown straight to New York from the Big Three Conference at Bermuda.

THE SOVIET DELEGATE LISTENS INTENTLY : Mr. Andrei Vishinsky follows the President's address with great care. He warmly applauded with the other delegates, but afterwards only remarked that he thought the speech was "important."



LEADERS OF THE UNITED NATIONS ARE RANGED BEHIND PRESIDENT EISENHOWER : On the dais are Mr. Dag Hammerskjold, the Secretary-General of the United Nations; Mrs. Pandit, President of the General Assembly, and Mr. Andrew Cordier, Assistant Secretary-General.

WELCOME APPLAUSE FROM THE RUSSIANS : Mr. Vishinsky and Mr. Malik joined in the ten-minute ovation which the President received at the end of his speech. But on the next day Moscow Radio reacted unfavourably, describing the speech as belligerent.

SIR WINSTON RETURNS FROM BERMUDA

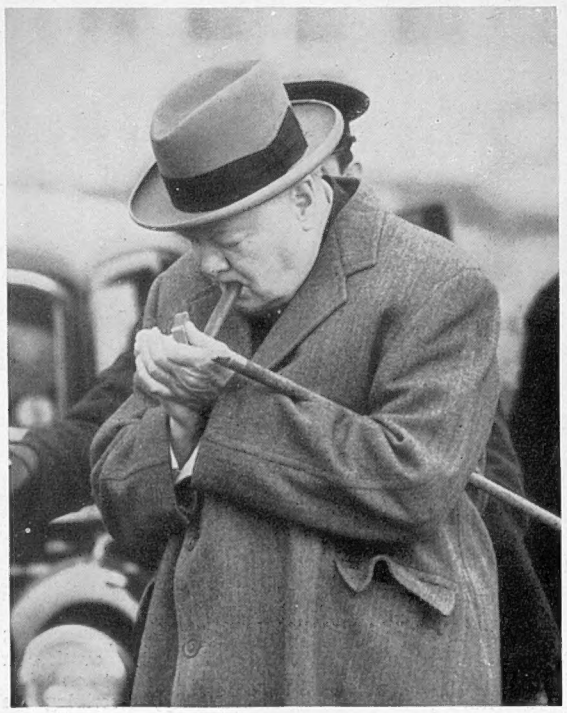
LADY CHURCHILL RETURNS FROM STOCKHOLM

GREETINGS AT LONDON AIRPORT : *Left*—Sir Winston Churchill receives a kiss from Mrs. Anthony Eden on his arrival from Bermuda on December 11. *Right*—Lady Churchill greeted by her son-in-law, Mr. Christopher Soames, as she walked down the gangway from the airliner which had brought her back from Stockholm, where she received the Nobel Prize for Literature on behalf of Sir Winston. Mrs. Soames is walking behind Lady Churchill. Immediately the Prime Minister landed he entered a car and left for 10, Downing Street, with Mr. R. A. Butler, reading en route a bundle of State documents which had been handed to him at the Airport.

THE PRIME MINISTERS OF FRANCE AND GREAT BRITAIN SAY ADIEU : M. Joseph Laniel and Sir Winston Churchill shaking hands at the entrance to the Stratocruiser Canopus on completing their flight across the Atlantic from Bermuda. M. Laniel took off for France in the Canopus after a brief halt for refuelling at London Airport. He had apparently made a good recovery from the illness he suffered while in Bermuda, where he was attended by Sir Winston's doctor.

On right—

LIGHTING UP AT LONDON AIRPORT : Sir Winston seen before he left for London on returning from the Bermuda Conference. The Prime Minister said it was one of the best long-distance flights he had made and much better than when he covered the same route during the last war.



FACING THE MICROPHONES : Sir Winston Churchill making a short speech on his arrival at London Airport. The 3,450-mile flight was made in 11 hrs. 16 mins. At one period following winds reached 148 m.p.h.

NOBEL PRIZEGIVING

The Glittering Scene in Stockholm, and the Award of the Peace Prizes in Oslo

THE ROYAL FAMILY OF SWEDEN AT THE NOBEL FESTIVAL : In the centre of the front row at the Stockholm Concert Hall are Princess Margaretha, Prince Bertil, Queen Louise, King Gustav Adolf, Princess Sibylla and Princess Ingeborg. Beyond can be seen Lady Churchill with her daughter, Mrs. Mary Soames. At the "solemn festival of the Nobel Foundation" King Gustav Adolf presented four of the Nobel Prizes awarded this year.

LADY CHURCHILL DEPUTISES FOR SIR WINSTON IN STOCKHOLM : Lady Churchill speaking at the State banquet which followed the presentation of the Nobel Prizes. She read a speech written by Sir Winston for the occasion. Lady Churchill received the Nobel Prize for Literature on behalf of her husband, who was unable to go to Stockholm owing to his commitments at Bermuda.

THE PRINCESS AND THE PHYSICIST : Princess Margaretha of Sweden with Professor Hans Adolf Krebs, of Sheffield University, at the State banquet in the Golden Hall of the Stockholm Town Hall. Professor Krebs was presented with a prize for physics.

PRINCE BERTIL WITH MRS. FRITZ LIPMANN : Mrs. Lipmann's husband, from the Harvard Medical School, received the prize for Medicine.

QUEEN LOUISE WITH PROFESSOR ZERNIKE : The Queen of Sweden at the banquet with the Dutch Professor, from Groningen University, who was awarded a physics prize.

A PRIZE FOR A CHEMISTRY PROFESSOR : King Gustav Adolf presents the Nobel Prize for Chemistry to Professor Hermann Staudinger of Freiburg University.

THE NOBEL PEACE PRIZE IS PRESENTED IN OSLO : *Left*—General George C. Marshall leaving the Oslo University Aula with his medal and citation. *Right*—The French Ambassador in Norway receiving the Nobel Prize for 1952 on behalf of Dr. Albert Schweitzer, who was unable to attend the ceremony. The Peace Prize is the only one of the five Nobel Prizes which is awarded by Norway.

IN THE DAYS BEFORE CHRISTMAS

NATIVITY PLAYS IN TOWN AND COUNTRY; THE CHRISTMAS RELIEF AT WOLF ROCK; THE ANNUAL CRUSH IN PETTICOAT LANE

"THE COMING OF CHRIST"—JOHN MASEFIELD'S NATIVITY PLAY IS PERFORMED AT THE CHURCH OF ST. JOHN THE BAPTIST, WITTERSHAM, KENT: This was the scene in the chancel towards the end of the play, as a procession was formed to make its way to the west end of the church for the Bethlehem tableau. There the actors and actresses, many of them leading stars from London, portrayed the scene in the stable on the first Christmas morning. This group includes the Blessed Virgin Mary and Child, wise men and angels. *The Coming of Christ* was written by the Poet-Laureate at the invitation of the Bishop of Chichester, Dr. Bell, when he was Dean of Canterbury, and was first performed in 1928. The music was by Holst and the dresses by Charles Ricketts. This year the action of the play took place within the setting designed for Christopher Hassall's Coronation play at Westminster Abbey.

THE CHRISTMAS RELIEF ARRIVES AT THE WOLF ROCK LIGHTHOUSE, SOME TWENTY MILES FROM PENZANCE: Keeper E. R. Lifely is hauled to the lighthouse from a tender 40 ft. away. This operation is necessary as the tender, sent out from the relief vessel, cannot put in close enough to the lighthouse because of rocks. In past years bad weather has made it impossible to effect the change in time for Christmas.

YOUNG CHILDREN TAKE PART IN A NATIVITY PLAY IN LONDON: Young pupils of the Argyle Street Infants' School, King's Cross, portray the scene around the Crib during a performance of their annual Nativity play. The ages of the children appearing in the play range from five to seven years, and the teachers select alternative casts to appear at different performances in order to give all the children an opportunity.

"THE NATIVITY"—ONE OF THE TABLEAUX PRESENTED AT THE CAROL SERVICE AT LOWTHER COLLEGE: The tableaux were performed in Bodelwyddan Castle, near Rhyl, in the presence of relatives and other members of the public. They were produced by the teaching staff, with a cast of fifty, together with a choir of fifty-five.

THE CHRISTMAS SHOPPING CRUSH IN PETTICOAT LANE—LONDON'S SUNDAY MORNING OPEN-AIR MARKET: The scene in Middlesex Street last Sunday morning as crowds of shoppers searched for Christmas bargains. Almost every conceivable commodity is on sale here and, contrary to expectation, "spiv" types are not so common as in the big shopping centres of the West End. As Christmas approaches business in Petticoat Lane becomes very brisk, and the articles for sale achieve new records of quantity and variety.

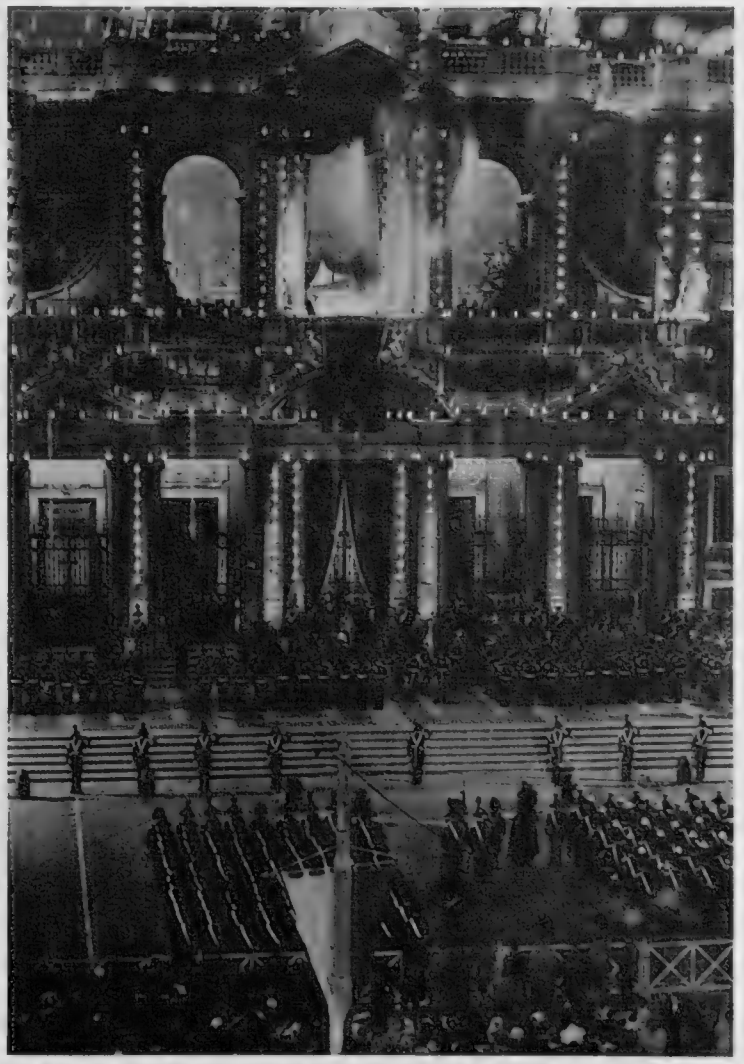
The Pope Opens the FIRST MARIAN YEAR

THE PEOPLE OF ROME CELEBRATE A RED-LETTER DAY AS THE PONTIFF DRIVES THROUGH THEIR MIDST

THE PAPAL PROCESSION CROSSES THE TIBER : The cars of the Pope's convoy passing over the Vittorio Bridge en route to the Basilica of Santa Maria Maggiore, where His Holiness inaugurated the first Marian Year. It was last September that the Pope announced the Marian Year to commemorate the centenary of the dogma of the Immaculate Conception. This is only the third time that the present Pope has passed in procession through the heart of Rome, the first occasion having been in 1939, when he went to the Quirinal.

BEFORE THE FLOWER-BEDECKED FIGURE OF THE VIRGIN MARY IN THE PIAZZA DI SPAGNA : The Pope kneeling in prayer when he halted in the Piazza en route through the heart of Rome. Great crowds assembled in the Square to see His Holiness. The Pope was welcomed at this point by Cardinal Micara, Vicar of Rome, and the Mayor.

Santa Maria Maggiore is the largest of the churches in Rome dedicated to the Virgin Mary, and, from the manger it contains, it is sometimes called Sancta Maria ad Praesepe. To this great Basilica the Pope journeyed in state on December 8, passing through the heart of Rome for the third time in his Papal career, and there, borne high upon the Sedia Gestatoria, he entered the brilliantly-lit church to attend the service marking the inauguration of the Marian Year, which itself commemorates the centenary of the dogma of the Immaculate Conception. For Romans this was a day of holiday and rejoicing, and there were great crowds all along the processional route to see the Pope pass; being most massively congregated in the Piazza di Spagna, round the Column of the Immacolata, which was erected by Pius IX in honour of the Immaculate Conception. On the summit is the bronze statue of Mary, beneath are Moses, David, Isaiah and Ezekiel. Before this Column the Pope paused last week in his journey, there to be received by the Vicar of Rome and the Mayor of the city, and there he prayed at the faldstool set up in front of the figure.



AT THE BASILICA OF SANTA MARIA MAGGIORE, THE FOCAL-POINT OF THE CEREMONIES IN CONNECTION WITH THE INAUGURATION OF THE MARIAN YEAR : *Left*—The Pope kneeling in the Basilica as he recited the special prayer which he wrote for the occasion. *Right*—This was the scene as the Pope blessed the crowds from the outer loggia of the Basilica. Crowds had waited for hours to acclaim the Pope, and they had to be held in check by members of Catholic Action who were on duty.

THE VAST NEW GENERATING STATION ON THE NIAGARA RIVER WHICH WILL GREATLY ADD TO THE HYDRO-ELECTRIC OUTPUT OF THE FALLS: The Sir Adam Beck Generating Station No. 2, now under construction, which will produce 700,000 h.p. On the right is the existing power station, which generates 525,000 h.p. It was Sir Adam Beck who fathered the electric power development of the Government of Ontario. When the new power station has been completed, water will be channelled underground from Chippawa, seven miles away, to the new plant, where it will run through flumes, drop downward to the turbines, and escape back into the Niagara River. It was early in 1950 that the Canadian and United States Governments made an agreement to develop more power at Niagara Falls. On the Ontario side of the project, the first unit is expected to be ready next year, and work has already begun on a second unit, three years ahead of schedule. No action has yet been taken on the American side, because of a dispute between New York State and the Federal Government on who shall undertake the construction. The extraordinary advance made by Canadian industry in recent years is reflected in the ever-increasing demands for electric power, and this vast and impressive scheme is a monument of enterprise to those who have undertaken to support the industrial achievements of Canada.

POWER FROM NIAGARA

The Vast Hydro-electric Power Project at Niagara Falls Takes Shape; also News of Recent Events in India, the United States, Germany, Holland and Belgium, and the Canal Zone of Egypt

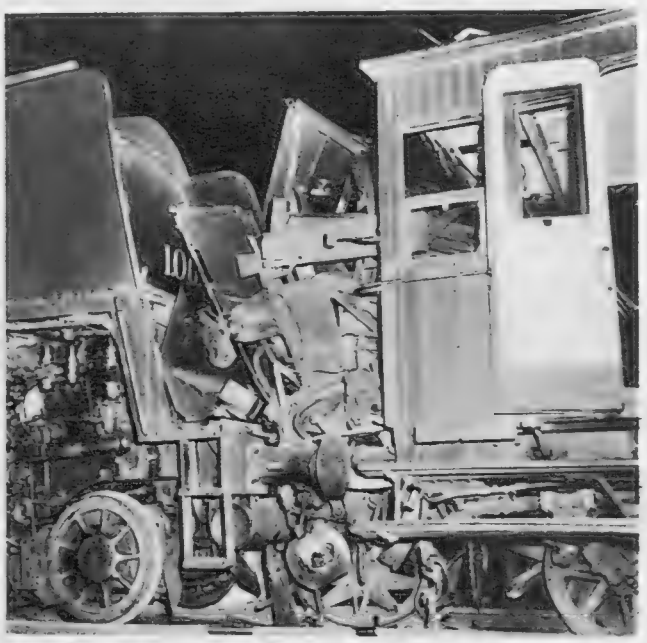
THE VICE-PRESIDENT OF THE UNITED STATES STOPS IN INDIA ON HIS TOUR ROUND THE WORLD: Senator Richard Nixon and his wife, wearing garlands, with the President of India, Dr. Rajendra Prasad, at Rashtrapati Bhaven, Delhi. Mr. Nixon spent three busy days in and around Delhi, conferring with the Prime Minister, Mr. Nehru, and addressing members of the Indian Parliament. He was impressed by the firm attitude shown by officials towards Communism, and told Indian politicians that he thought it completely erroneous to suggest that India was leaning towards Communist ideology. On the subject of a rumoured military aid pact between the United States and Pakistan, Mr. Nixon declared, before leaving Delhi, that he had already reported to Washington on the strong Indian opposition to any such proposal. The Vice-President has now been touring the world with his wife for more than three months; his mission has been described as making more friends for less money.

A FORMER PRESIDENT APPEARS BEFORE A CONGRESSIONAL COMMITTEE: Mr. Herbert Hoover made one of his rare public appearances when he attended a crowded hearing of the Special House Committee investigating the "illegal seizure" of the Baltic States by Russia. The former President is being shown, by Representative Charles J. Kersten, of Wisconsin, a map bearing the signatures of Stalin and Ribbentrop and indicating Stalin's bargain with the Nazis on the division of Eastern Europe and the Baltic. Mr. Hoover was head of the American Relief Organisations in Russia and in Estonia, Latvia and Lithuania after the First World War.

IN THE WAKE OF THE MISSOURI TORNADO : Houses and cars in a jumble of twisted wreckage following the tornado which hit Vicksburg, Missouri. Three times in a night the tornado hit the business district of the town, and once it struck a residential district, causing in all the deaths of twenty-six people. It was estimated that over 900 buildings were destroyed or damaged, and that some 1,200 people had been rendered homeless. The damage to property was estimated at more than £8,000,000. One of the buildings which was struck was a cinema, in which there were seventy-three people, half of them children. It was here that many of the dead were found.

TEMPEST IN COLORADO : A 300-ft. television antenna tower, belonging to a local station, lies smashed on top of Lookout Mountain, near Denver, in Colorado. Winds reaching a velocity of 80 m.p.h. swept the Denver area for a night and a day, and wreaked damage estimated at over £8,000.

THE CHRISTMAS TOY MARKET IN NUREMBERG : The traditional toy market which opens in the Nuremberg market-place each year in time for Christmas. On the left is the fourteenth-century Frauenkirche, with its curious mechanical clock with the figures of the seven Electors moving around the Emperor Charles IV. In the foreground is the fountain, Schöner Brunnen, which was erected for this Emperor nearly 600 years ago. It was Charles IV. who enacted his golden bull in 1356, in which he decreed that every German Emperor should hold his first Diet in Nuremberg.



A RAILWAY SMASH NEAR BRUSSELS : The crushed carriage of a local train at Lombeek St. Catherine, about ten miles from Brussels, in which five women were killed. The carriage, which was for ladies only, was at the rear of the local train, when the Brussels to Ostend train, delayed by fog, crashed into it. Forty people were injured in the accident.

BRITISH WIVES GO SHOPPING IN THE CANAL ZONE : Passing a road barrier manned by a guardsman of the 3rd Battalion Grenadier Guards, these wives of British servicemen set out to do their Christmas shopping in Fayid. They encountered difficulties, however, for many Egyptian wholesalers boycott shops which deal with Britons. Shopkeepers who deal with British personnel have also recently been attacked by Egyptians.

AFTER A BRITISH COASTER'S COLLISION IN THE NORTH SEA : The torn hull of the coaster *Sea Blue*, after she had been in collision with a Norwegian ship off the Port of Flushing, in Holland. The coaster, which was making the voyage from London to Antwerp, had to put in at Flushing The Norwegian ship, however, was not seriously damaged, and was able to continue her voyage.

NEW SILHOUETTES IN BRITAIN'S SKIES

FLIGHT TESTS ON AN AIRCRAFT-CARRIER FOR THE BRISTOL 173 HELICOPTER, AND TWO PRIVATE VENTURES BY SHORT BROTHERS AND HARLAND OF BELFAST

BRITAIN'S BIGGEST HELICOPTER UNDERGOES FLIGHT TRIALS ON BRITAIN'S BIGGEST AIRCRAFT-CARRIER : The Bristol 173 seen on the flight-deck of the carrier *Eagle*, from which a series of test flights were flown. *Inset above, on left*—The twin rotor machine is manhandled into the hangar after a flight. The rotors are folded back and rest on a special support. The trials were held by the Bristol Aeroplane Company with the co-operation of the Navy, to collect information about the behaviour of large twin rotor helicopters under varying conditions of deck motion. The aircraft was flown from Gosport by Mr. C. T. D. Hosegood, the Company's chief helicopter test pilot, who also handled the craft during the three days' trials. Among the many problems that were studied during the trials was that of stowage. With a large aircraft such as the 173, this is an important problem on an aircraft-carrier, where space is limited. Other problems investigated, apart from taking off and landing on the flight-deck, were those of manœuvrability on the flight-deck and the helicopter's reaction to the much stronger winds encountered at sea.

On left—

THE BRISTOL HELICOPTER, PILOTED BY MR. C. T. D. HOSEGOOD, COMING IN TO LAND ON THE "EAGLE" : The 173 is Britain's first twin multi-engined helicopter, and made its maiden flight in 1952. As an airliner, it will accommodate up to thirteen passengers.

THE SHORT BROTHERS AND HARLAND SHERPA MAKES ITS FIRST FLIGHT IN PUBLIC : The tailless research aircraft is seen in flight over the sea off Belfast recently. The wings of the Sherpa are of unusual shape and have been designed to guard against instability at high speed which sometimes occurs with normal wings. The wings of the Sherpa have rotating wing-tips that can be used either as elevators or ailerons.

CLOSE-UP VIEW OF THE ROTATING WING-TIP ON THE SHERPA : These rotating tips are expected to prove superior to the flap type of control at great heights, and at transsonic speeds. The tips can be rotated together and used as elevators or rotated differentially as ailerons.

THE UNUSUAL DESIGN OF THE AERO-ISOCLINIC WING FITTED TO THE SHORT SHERPA : **Although the Sherpa itself is capable of only low speeds, the aero-isoclinic wing has been designed in an attempt to solve many of the problems that occur when an aircraft with a swept-back wing flies at great speeds in high altitudes.** One of these problems is the instability caused when a swept-back wing of normal design is subjected to heavy loading. The wing bends upwards at the tips and loses incidence, but that of the Sherpa is so designed that when the tips are bent upwards, the whole wing will twist and so keep the angle of incidence constant. Since its maiden flight on October 4 this year, the Sherpa has spent about ten hours in the air, and the performance of the aero-isoclinic wing has been so satisfactory that Mr. D. Keith-Lucas, the designer, has said that it will supply all the information needed to produce a full-scale, high-speed aircraft of this type. Such an aircraft could be used as a bomber or as a reconnaissance aircraft.

On left—

THE SHORT SEAMEW ON A TEST FLIGHT OVER BELFAST, WHERE IT WAS DEVELOPED BY SHORT BROTHERS : **It is expected that this aircraft, which provides a sharp contrast against some of the sleeker-looking jets that are now being developed, will soon go into production for the Fleet Air Arm, where it will share anti-submarine duties with the Fairey Gannet.** The Seamew, which was designed as a private venture by Short Brothers, is a simple, rugged aircraft with a fixed undercarriage that can be easily produced, and at the same time meet all the operational requirements demanded by the Navy. The first public appearance of the Seamew was at the Farnborough Air Show this year, and it found considerable favour in the eyes of the Admiralty. The Seamew is powered by an Armstrong Siddeley Mamba, turbo prop, and the production model will have a radome fitted.

THE GOVERNOR OF TANGANYIKA TAKES THE SALUTE AT DAR-ES-SALAAM : Sir Edward Twining on the saluting-base before entering the Assembly in the capital of Tanganyika for the installation of the first Speaker of the Legislative Council. The Governor was greeted by a salute of seventeen guns. Until the installation of Brigadier W. E. H. Scupham as Speaker, the Governor himself presided over the meetings of the Legislative Council, besides acting as Chief Minister and the Queen's representative.

TANGANYIKA'S FIRST SPEAKER

Constitutional Progress in East Africa is Marked by the Installation of a Speaker of the Legislative Council

An important step in the constitutional development of the Tanganyika Trusteeship was taken recently when the first Speaker of the Legislative Council was installed. Hitherto the British Governor, Sir Edward Twining, had attended each meeting of the Council in the threefold role of representative of the Crown, Chief Minister and President of the Council. With the installation of Brigadier W. E. H. Scupham as Speaker, the power of the Governor over the Legislative Council has been relaxed. Brigadier Scupham, who had until recently been Administrator of Italian Somaliland, is an Englishman with over thirty years' experience of Tanganyika. This former German colony, which now has a population of over 7,000,000, of whom some 10,000 are Europeans, became a Mandated Territory under British administration in 1919. Tanganyika is now under the trusteeship of the United Nations and the administration is entrusted to the United Kingdom. The Governor is assisted by an Executive Council and a Legislative Council. On the Legislative Council there are fifteen official members and not more than fourteen unofficial representatives, of whom four are African. Local administration, however, is in the hands of native authorities and local courts.

THE NEW SPEAKER'S PROCESSION : Brigadier W. E. H. Scupham goes to meet the Governor at the door of the Legislative Council Chamber. He is preceded by the African mace-bearer, Mr. Omarie Sadiki, and the Clerk of the Council, Mr. T. R. Pogson.

SIR EDWARD TWINING CONGRATULATES THE NEW SPEAKER : A general view of the Assembly during the Governor's address to the Legislative Council. In his speech he congratulated the Council and the new Speaker on the appointment. The installation ceremony was made more colourful by the full-dress African costumes worn by various officials who took part, like the Sergeant-at-Arms.

THE OATH OF OFFICE IS SIGNED : The first Speaker of the Legislative Council of Tanganyika signs the oath. Brigadier Scupham is an Englishman with over thirty years' experience of Tanganyika.

THE EAST END OF HARTLAND VILLAGE, NORTH DEVON, WITH THE BLACKSMITH'S FORGE ON THE RIGHT AND THE ANCHOR INN ON THE LEFT : The Anchor is Hartland's only Free House and in earlier days was owned by the blacksmith. Further along the street on the left is the village post office. Hartland is thirteen miles from the nearest town, Bideford, and through having no railway at its door there has never been any danger of it losing its identity by merging with some growing urban area.

MODERN METHODS IN THE FORGE : Hartland's blacksmith, Mr. Conibear, at work on acetylene welding. The newspaper reader is Mr. Squire, who used to drive London buses in the horse-drawn days and has many tales to tell.

HARTLAND

A Portrait of a Typical English Village in the Old Style, Thriving in the Modern World

By RONALD DUNCAN

(Author of "The Blue Fox" and "Jan at the Blue Fox")

WITH SPECIAL "SPHERE" DRAWINGS BY JACK MERRIOTT, R.I.

HARTLAND QUAY, LOOKING TOWARDS PADSTOW : Up to 1870, the buildings backing the cliffs (centre of sketch) were merchants' offices and warehouses for the building materials which were landed on the quay in considerable quantities. The smaller cottages nearest the sea were coastguards' cottages. Wagoners coming down to the quay could claim a free quart of beer from the merchants before taking their loads up the very steep lane to the top of the cliff.

Ronald Duncan, the author of this portrait of an English village, is a man of the theatre, a writer of distinction, and, above all, a countryman. "Jan's Journal" has brought him a wide fame as an interpreter of the West Country scene, which he knows so well. Mr. Duncan's home is Welcombe, near Bideford, not far from the village of Hartland, which he portrays in this article. As he points out, Hartland is not a particularly remarkable village; it is not a village that a film company would choose for its location, but in many ways it is a typical English village, and one that has resisted the inroads of the town, largely perhaps because of the fact that it is thirteen miles from the nearest railway.

IN what degree is English village life resisting the inroads of the twentieth century? Every year now we see several villages disappear completely. Nothing but their name remains. For a village, considered as a social unit, depends on its isolation. And consequently, when the countryside between it and the nearest town gets built upon, the former slithers into the embrace of the latter. What was once a village becomes a suburb. And many, which have not lost their actual geographical isolation in this manner, have had their identity taken away from them by the bus company. They become dormitories; the villagers work in the nearest town, shop and relax there, too. Such villages are no longer social units themselves.

Perhaps that's what makes Hartland a typical village in the old sense. For it is still thirteen miles from the nearest town, Bideford, and boasts that "No other borough in England enjoys the convenience of being so far from a railway station." As a matter of fact, its distance from the permanent-way has now brought it a considerable advantage; as the Royal Observatory of Greenwich, looking for a site free from

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ST. NECTAN'S CHURCH STANDS ON THE HILL ABOVE HARTLAND ABBEY: The cottage on the left of the lych-gate used to be a forge. The building on the right of the steps was the old carriage-house. St. Nectan's stands in the little hamlet of Stoke, half-way between the village and the sea.

HARTLAND: A TYPICAL ENGLISH VILLAGE

(*Continued from previous page*)

the magnetic disturbances of railway lines, has purchased some 30 acres there for part of its establishment. And Hartland has 17,000 acres to spare—it is about the largest parish in the country. But in spite of that, its population is little more than 2,000, and this figure is declining.

And, like many other English villages, Hartland is entirely unselfconscious. It does not mention its past; it is careless of its future; it is unaware of its beauty and does nothing to preserve it, either. Were you motoring through the village, I doubt if anything there would make you slow down or stop. For it is not a village that a film company would choose for a location. There's nothing obvious about it. Only two or three cottages remain thatched—and these the occupants would gladly swop for asbestos slates or even a roof of galvanised iron. None of the houses is timbered; it is too genuine to be picturesque and not self-conscious enough to appear quaint.

What makes Hartland so typical is its incongruities, the way the past rubs shoulders with the present, and the ancient merges with the modern. In the main street one sees the old village blacksmith standing by a forge dating back to the seventeenth century and working on an anvil that's even older; but he uses an acetylene welding plant instead of his bellows; and outside, among the litter of rusty harrows and broken ploughs, stands a ubiquitous Land-Rover. Like most village blacksmiths to-day, he is half-way to becoming a garage.

And further up the street, a Georgian house carries a neon sign advertising ice-cream, with its bay

THE CROSSROADS AT THE WEST END OF HARTLAND: On the left is the deer-keeper's cottage, which has a window from which in earlier days a keeper once shot a deer for his own use. For this offence he was executed. The house with the tree in front of it is Harton Manor. It has been in the possession of the Prust family since it was built in 1084 by one John Prust, who, after fighting with William the Conqueror, became a monk at Hartland. After he had been exiled to Lundy, Prust built the manor on his return.

THE SQUARE IN HARTLAND VILLAGE, SHOWING ST... HOUSE: The two market entrances at the b... passage-way on the left of the church, know... family, who insisted on keeping the passage-...

HARTLAND ABBEY, WITH ST. NECTAN'S CHURCH: The Abbey dates back to the eleventh century. The present house, built in 1779, is owned by Major Denis Stucley and his wife, the Hon. Mrs. Sheila Stucley. The Abbey was founded in the reign of Henry II as a House of Austin Canons. In 1536 Henry VIII turned out the monks and granted the place to the Sergeant of his Cellar.

windows full of potato crisps, postcards and bottles of Coca Cola.

Nor do the T.V. aerials seem any more out of place than do the Victorian windows in the Queen Anne frontage. Like any village, this one absorbs all periods of architecture and digests them by usage into a style which is consistent only in its inconsistency. Considered from a Fine Arts Commission point of view, the village square has been spoiled twenty times in the last ten years. But for all that, its charm remains. The New Inn has lost none of its coaching-house character, although only cars and buses stand in front of it; and in spite of some residents' apprehension, neither the church nor the vicarage have lost any of their dignity by having a café opposite them. The English genius for adaptability lies in its very coping stones and lintels.

And the same unassuming casual elegance can be observed in any corner of Hartland Abbey. This small country house was built on the foundations of the monastery in 1779 to Meadow's design, and is the seat of the Stucley family who owned land in the parish at the time of Domesday. For an English country house to be typical, it must be able to show examples of more remote cultures, too. No genuine English park is complete without those exotic plants, trees and shrubs which members of the family have triumphantly dragged across India or China to grow incongruously beside their lawn. Tufts of esparto grass, a fantastic clump of what looks like Amazonian rhubarb, and a pine which might have come from either Panama or Peru, are as essential to a genuine country-house garden as the peacocks and the borders of begonias. Not for nothing did we police the world. So, too, inside the house; the lives, the careers of the owners must be represented. A real English country house must contain a bit of India in it somewhere, even if it 's only a brass tray or a carved screen. But it is these comfortable human touches which make houses like Hartland Abbey so much more representative and interesting than those large, sterile museums. England was always a land of eccentrics; and no English village or country house is complete without examples of this bizarre but charming quality.

THE GREAT DRAWING-ROOM AT HARTLAND ABBEY, AN ELEGANT COUNTRY HOME BUILT ON THE ABBEY'S FOUNDATIONS: Elizabethan panelling and William and Mary fireplaces are some of the features of the Abbey, which is now a holiday hotel.

'S CHURCH, CHAPEL OF EASE, PREVIOUSLY THE MARKET the building have been walled in. There is a narrow lanner's Drang, after one of the members of the Prust n when the Market House was converted into a church.

Hartland can boast of being not only the head of a barony, but head of a hundred and a rural deanery. The Manor was held directly from the King and was granted by William the Conqueror to the Dynham family, from which it eventually passed to the Orchards, the Bucks and the Stucleys.

But for Hartland, the Domesday Book is comparative recent history. At the little hamlet of Stoke, half-way between the village and the sea, where the parish church dominates the surrounding countryside, a monastery was founded in the sixth century. And we know for certain that in the reign of Edward the Confessor twelve canons held the manor. Indeed, Hartland is not satisfied with a carefully-documented Norman history; nor is it content to let its past begin in King Alfred's will, where the village—then known as Heortigtun—is specifically bequeathed to the King's younger son. No; this village, like so many others in England, can claim a classical background.

Eighteen hundred years ago, the geographer Ptolemy of Alexandria gave the latitude and longitude of Heracleous Acron, which is definitely Hartland Point. But in spite of this name, the legend that Hercules himself actually came to North Devon does not bear scrutiny. However, what is probable is that early mariners observed a resemblance between Hartland Point, with Lundy Island opposite it, to the Rock of Gibraltar, which, with the opposite shore, formed the Pillars of Hercules.

From the time of Ptolemy to Alfred the Great, little is known of the village but a doggerel rhyme:

"Yennon was a market town
When Lunnon was a vuzzy down"

suggests that if Yennon Moor, outside the village, was so thriving, then Hartland itself was probably pottering along then rather as it is to-day.

Which means the inhabitants then would still be following their two principal pursuits as they are to-day: farming and beachcombing. Whatever period they 've lived in, the villagers have kept only one eye on the plough, whether drawn by a bullock, horse or tractor; for the other has always been kept watching the tide on the offchance that they would spot the flotsam ahead of their neighbour.

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HARTLAND

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And not all the kegs of butter and bales of rubber which have been hauled up Hartland's shale cliffs drifted in with the turn of the tide. Some have been taken directly out of the holds of cargo-ships which have broken their backs on the rocks when seeking shelter from the Atlantic gales, and edged too near the treacherous cliffs. As every sailor knows:

"From Hartland Point to Padstow Light
Is a watery grave by day or by night."

And up to the middle of the last century the hazards of nature alone were not always the cause of the catastrophe. Deliberate wrecking by the subterfuge of tying a lantern on to a donkey's neck so that mariners, coming out of the Bristol Channel, would mistake their bearings and turn course into the cliffs, was practised. Indeed, this sport became so rife that all rights of wreckage were vested by the Crown in the Lord of the Manor of Hartland in return for his keeping his tenants in check. Even to this day, these rights and privileges belong to the squire, Mr. Stucley.

But the natives of Hartland have not always come off best in the tussles on the beach. Indeed, when Lundy Island, at the mouth of the Bristol Channel, was a Moorish stronghold—the ruins of Maresco Castle are still visible there—many a villager was captured by night raids on the village and sold into slavery. Incredible as it may appear, it is a fact that Lundy Island remained a Moorish bastion, only 19 miles from the Devon coast, right up to the reign of Henry VIII, when the British Navy was first founded and swept them back to Spain. Proof of this unhappy background to Hartland can be seen to-day in the cathedral at Toledo, where part of one wall is covered with the iron shackles taken from the ankles of Hartland villagers who had been freed by their Moorish masters. As a resident in this parish, I must admit that sometimes, when contemplating my neighbours, I often regret that these Moorish raids are, alas, no more.

In contrast to this background of slavery, Hartland enjoyed one important and fundamental liberty: the right to issue its own credit. There is no doubt the prosperity of the village was based on this essential economic advantage. The currency was backed by lime which was imported at Hartland Quay. The small harbour there was breached in 1899 and never repaired, although £50 would have made good the damage. Consequently, no boat has tied up since then; and the harbour and coastguard buildings have now been converted into an hotel. Exhibited in the bar there is a £5 note issued in Hartland. As a local carpenter said recently, meditating before this fiver: "If we could still print they bits of paper for ourselves, I dare say I could afford to get the mason to mend my wall; and he could pay me to repair his sash windows . . ."

But, for all that, Hartland does not live on its history. The Lord of the Manor is most frequently to be seen driving his Ferguson tractor, and his wife fetching and carrying for the Abbey, which, of course, now takes paying guests. They do not dwell on their past glory; nor does the rector refer to the great wealth and beauty of the old monastery before the vandals. Yet I shouldn't be surprised if some future historian didn't conclude that the English village and countryside suffered two mortal blows—the first when the Reformation despoiled the Church; and the second when the introduction of death duties beggared the gentry and made them stoke the engine by burning the carriages.

Hartland has no cinema, yet the three pubs—the Anchor, the New Inn and the King's Arms—have a competitor in the British Legion Club, which runs a licensed bar and is able to undercut the brewers' prices. But, for all that, the pubs are crowded every evening with the skittle and dart cronies and those who drop in for what they call "a quiet tell"—in other words, a gossip.

But it is on the monthly market day when the village reveals its true character. Then the Square is filled with cattle trucks and begaitered yokels whacking the hides of their Red Devons. This North Devon breed of cattle is unequalled for beef—and many a bull-calf reared on a bucket at some outlying hamlet in the parish eventually finds itself sireing a herd in the Argentine.

The parish is too busy with farming to need any organised recreations. By the time the children have helped feed the poultry, the pigs and put the milking machine on for father, they 've no time for Boy Scouts or Girl Guides. The village, of course, does run a very keen football team, but cricket is only tolerated and not part of its tradition. The women of the village are extremely sociable; and hardly a week goes by without some organised event sponsored by the Women's Institute. Not even television can compete with the Hartland women's love for a whist drive. These are held regularly, always with the altruistic purpose of raising money for this or for that fund. But even if the church roof didn't need new timbers or the bell require recasting, I suspect the cards would still be shuffled.

But like other villages, Hartland is at its best when its annual flower show or gymkhana is held in the Abbey grounds. It is delightful to see the trestle tables loaded with sweet peas, long carrots (grown in drain-pipes filled with sand) and enormous hollow marrows, with their proud and beaming growers standing by their side; especially when the show is held in one of those big marquees which produce a strange greenish light inside.

And at the gymkhana the hounds parade, with the whipper-in resplendent in his pink coat. Then you guess the weight of a pig and draw prizes from the bran-tub to the accompaniment of a brass band, which makes up for its musical ability by a fine display of expectorating exuberance. Even so, the blare is nostalgic. And I remember during the war, at the time of the Battle of Britain, Hartland still held its gymkhana, and nothing symbolised England's nerve then more than this small village's apparent oblivion to the aeroplanes overhead or the occasional news bulletins given over the starter's radio van. I suppose it was the old story of Drake's game of bowls: a legend which can be verified but not by scrabbling in the wormwood of history. For if a legend is true, you can be sure that its essential quality still exists. And the villagers of Hartland are at their best when they show this sublime indifference to what are supposed to be world-shaking events. For they have a confidence in their ability to overcome events which, were it not proved by history to be a well-founded conceit, would be ludicrous. To my mind, it is this self-confidence in its own order and continuity which makes Hartland such a typical English village.

DOCTON MILL, HARTLAND: The mill was last used for grinding corn about fifty years ago, and it was in the possession of the Prust family for over 400 years. The water-wheel is now used for driving a dynamo to generate electric power. Docton Mill is the home of Mr. Ronald Duncan's sister.

THE NEW INN AND VICARAGE AT HARTLAND: Both buildings, which face the square, are about 300 years old.

On left—

TWO GEORGIAN HOUSES IN HARTLAND: The house on the left is the residence of Dr. W. Somerton, whose practice extends over an area of 144 sq. miles. One of his predecessor's, a Dr. Carter, left documents showing him to be a surgeon apothecary and a man-midwife. He also left behind his ivory-handled surgical instruments. His obstetric forceps were found hanging in the hayloft.

WATER FOR FIFE

A Large Dam is Under Construction at Glendevon, in the Ochils of Perthshire, to Supplement the Existing Water Supply of the County of Fife

THE GREAT DAM UNDER CONSTRUCTION IN UPPER GLENDEVON: A view of the dam which is being constructed in the Ochil Hills, in Perthshire, by Holland & Hannen and Cubitts.

As some of the industrial centres of the West of Scotland have been shifting further towards the East Coast, the problem has arisen of how to supply the accompanying population with water. This is being tackled on a generous scale by the Fife County Council, for whom the Glendevon dam and reservoir are being built in Perthshire. Work on the project, which is being carried out by Holland & Hannen and Cubitts, was begun in 1950, and is due for completion late next year. The impounding dam, 130 ft. high and 1,250 ft. long, will supplement the storage capacity of an existing reservoir by 1,200,000,000 gallons. The scale of the undertaking can be gauged by the fact that 180,000 cub. yards of concrete will have been placed by the time the work is completed. In order to bring this extremely weighty material to the site, a radial cableway has been established, which carries 4 cub. yard loads of concrete across the valley on its 1,500 ft. of cable. This concrete is carried in buckets, which are filled directly from the mixing plant on the site, without being detached from the cableway carriage. The whole of the plant is electrically driven, using power brought in by the North of Scotland Hydro-Electric Board supply line about four miles away. This Board, incidentally, hopes to build a small power station on the site, thus increasing its electricity supplies. The Glendevon project, now more than half completed, will undoubtedly do much to improve the amenities of Fife and the surrounding country.

THE CABLEWAY WHICH BRINGS CONCRETE DOWN TO THE ACTUAL SITE OF CONSTRUCTION: The 1,500-ft.-long cable stretches out across the dam. Immediately in front of the cable tower is the batching plant, where the concrete is made ready for use. *On right*—In the foreground are the buildings where the materials for making the concrete are stored.

TIER UPON TIER OF CONCRETE IS ADDED TO THE WORK: A recent view of the Glendevon dam, looking downstream from the River Devon. When completed, the dam will be 1,250 ft. long and up to 130 ft. high. The excavations in the foreground are for a proposed new power station.

DIVERTING THE STREAM WHILE BUILDING THE DAM: A section of the Glendevon dam under construction. In the foreground on left can be seen part of the stream which has been diverted to build this section. The River Devon has had to be diverted several times at different points.

LOOKING ACROSS RIBBLESDALE TO INGLEBOROUGH FROM PEN-Y-GHENT: This is one of the great scenic beauties of the Dales National Park, which covers an area of about 680 square miles in the North and West Ridings of Yorkshire. The Park has been officially designated by the Chairman of the National Parks Commission, and is the seventh of the series, others being in Snowdonia and on Dartmoor. Pen-y-Ghent, from which this view was taken, lies on the Pennine Way—the great walker's route which leads for 250 miles from the Peak of Derbyshire and over the Cheviots.

THE YORKSHIRE DALES NATIONAL PARK

The Seventh National Park to be Designated by the Commission

Slowly but surely Britain's network of National Parks is taking shape. First came the Peak, Lake District and Snowdonia National Parks, to be followed in the late summer of 1950 by the Dartmoor National Park. The Pembrokeshire Coast National Park and the North Yorkshire Moors National Park were numbers five and six on the list, and they are now joined by the Yorkshire Dales National Park, which will cover 680 square miles in the North and West Ridings. The Dales Park is of special interest, as this is a veritable walker's paradise, including a great part of the famous Pennine Way, the first of the long-distance footpaths envisaged under the National Parks and Access to the Countryside Act of 1949. The area concerned in the Dales National Park differs from that proposed by the Hobhouse Committee in that it includes Dentdale and the Howgill Fells, in the Sedbergh Rural District, takes in less of the Leyburn Rural District, and does not go quite as far north as the Brough-Barnard Castle road. Among the well-known places within its boundaries are Bolton Abbey, Malham Cove, Gardale Scar, the heights of Ingleborough, Whernside and Pen-y-Ghent, and many picturesque villages in Upper Wharfedale, Wensleydale and Swaledale.

After there has been a public inquiry regarding the proposed designation of the park, it will then be for the Minister to set up a planning authority for the new park. Since its area overlaps two administrative counties, this authority must take the form of a joint board, unless the Minister is satisfied that there are "special circumstances" which would make a joint advisory committee more effective. There is reason to believe that he will be strongly pressed to take this view—especially by the North Riding County Council—in view of his willingness to do so in the case of the Snowdonia National Park.

THE GORDALE SCAR, NEAR MALHAM: Lying 1½ miles to the east of the village of Malham, this is a most spectacular piece of rock formation, marking what is known as the mid-Craven fault. It will be one of the great attractions for tourists visiting the new National Park.

THE LIMESTONE PAVEMENT ON THE TOP OF MALHAM COVE: This dramatic section of the Yorkshire Dales Park lies between the Craven Lowlands and Cam Fell. Below Malham runs the River Wharfe. This limestone pavement is also part of the route of the Pennine Way, which cuts through the park.

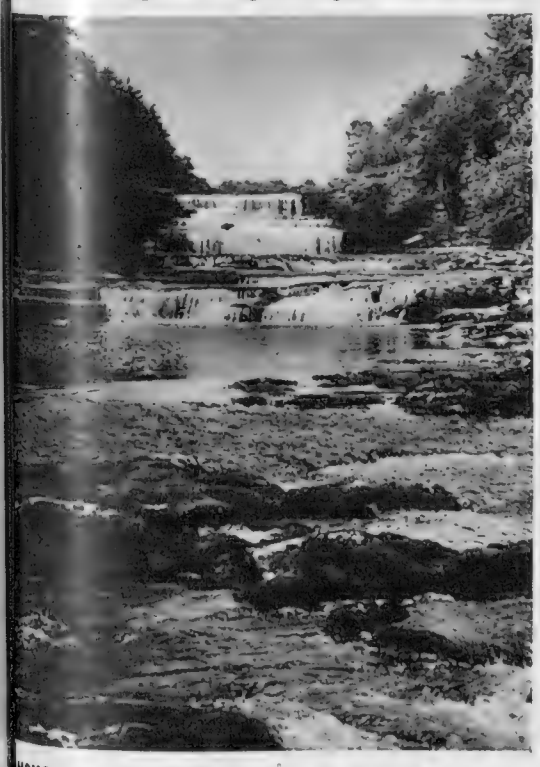
On right—

OLD WHITEWASHED COTTAGES AT MALHAM: There are good metalled roads like this through the area of the park, but many visitors will spurn these for the footpaths across the heights, offering fine views of the countryside.

LOOKING ACROSS THE STONE WALLS OF UPPER RIBBLESDALE TO THE HEIGHTS OF INGLEBOROUGH : This is superb open country, with wonderful views on every hand. The designation of the new National Park of the Yorkshire Dales is the outcome of protracted negotiations with the National Parks Commission and the local authorities, one of which has stood out in particular against the inclusion of part of its area. Before the designation area is confirmed, objectors will be allowed their say.

PEN-Y-GHENT FROM ALUM POT : This is perhaps the most spectacular eminence along the length of the Pennines, although some people might claim that distinction for its flat-browed neighbour, Ingleborough, which lies on the opposite side of Ribblesdale.

KILNSEY CRAG, WHARFEDALE : This is another very lovely section of the new park, lying in the West Riding section of the designated area. In Upper Wharfedale there are many charming villages, also in Wensleydale and Swaledale.



AMONG THE CHARMS OF WENSLEYDALE : *Left*—Aysgarth Lower Fall, and (*right*) the village of West Burton. Wensleydale is unusual in taking its name not from the river, but from the grey stone village of Wensley. The dale begins below Jervaulx Abbey, is cultivated as far as Carperby, and preserves a pastoral character most of the way past Askrigg and Hawes to the Westmorland border. This is in the very heart of the new park area.

The Home News in Pictures

PRINCESS MARGARET AT SADLER'S WELLS

The Vickers-Armstrong Works at Bournemouth; The French Minister of Labour in London; A Boy Bishop in Cornwall; The Tug Strike at Southampton, and Other Home News Events

PRINCESS MARGARET AT THE SADLER'S WELLS BALLET: The Princess is seen receiving a bouquet from Maryon Lane, a ballerina at the theatre, when she arrived to attend a gala performance. It was the second gala performance to be held at the theatre since the end of the war, and the second to be attended by Princess Margaret, who is president of the Sadler's Wells Foundation. The Princess, who was accompanied by six friends, was wearing a crinoline dress of white lace patterned with silver sequins, and saw a programme which included excerpts from *La Bohème*, *Eugene Onegin*, and *Don Pasquale*, and the ballet, *Pineapple Poll*. A large crowd was gathered outside the theatre to cheer the Princess as she arrived at Sadler's Wells.

THE EARL OF DALKEITH EXPERIMENTS WITH SCOTTISH PONIES: The Earl is seated in the cab of a milk-cart as he accompanies milkman Bob McNab on the early-morning milk round. Pulling the cart is a Highland pony. The Earl of Dalkeith is trying out several Scottish ponies, as he believes that they will prove to be more efficient than the Irish ponies that are normally used.

THE FRENCH MINISTER OF LABOUR AND SOCIAL SECURITY ON ONE OF HIS MANY ENGAGEMENTS DURING HIS FIVE-DAY VISIT TO THIS COUNTRY: M. Bacon (centre) is seen during his visit to the Industrial Trades Disputes Tribunal meeting at Eglington House, Buckingham Gate, London. Also in the picture are Sir Richard Lloyd Roberts (left), a member of the Tribunal, and Lord Terrington, the chairman. While in this country M. Bacon met Sir Walter Monckton, the Minister of Labour; Mr. Harold Macmillan, the Minister for Housing, and many other Government officers.

BUILDING VISCOUNTS NEAR BOURNEMOUTH: A view inside one of the seven hangars taken over by Vickers-Armstrong at Hurn Airport for the assembly of this most successful airliner. The move to Hurn from Weybridge, where the airliners were previously in production, was made to make way for the production of the "super-priority" Vickers Valiant four-jet bomber. It was announced recently by Mr. G. R. Edwards, the managing director of the Vickers-Armstrong Aircraft Division, that in its first six months' operations with British European Airways, the Viscount had earned an income of £1,400,000, yielding a net profit of £395,000 after meeting overhead costs and interest on capital. Viscounts which were in production at Weybridge were moved to Hurn to be completed, and already one has been completed and flown off. At the present time there are orders worth £22,000,000 in hand for Viscounts and other orders are under discussion. It is eventually hoped that the ambitious total of 100 Viscounts a year will be produced at Hurn.

ENGLISH AND JAPANESE DELEGATES AT THE ANGLO-JAPANESE TRADE TALKS HELD AT THE TREASURY: Second from the left, nearer the camera, is Mr. R. Maudling, the Economic Secretary to the Treasury. The main reason for holding the conference was to consider a new pact to replace the present sterling payments agreement between the two countries which expires at the end of this month. The present agreement states that sterling is to be the currency for trade between this, the sterling area, and Japan. It also states that trade should be kept at a steady level. Recently, Japan has been importing far more goods than she has been exporting and is suffering from a sterling shortage. Methods of overcoming this shortage were discussed.

A ST. NICHOLAS DAY CEREMONY AT PAR, IN CORNWALL—THE FIRST BOY BISHOP TO BE "ENTHRONED" IN THE COUNTY SINCE THE REFORMATION: Fifteen-year-old "Bishop" David Haggerty, clothed in "Episcopal vestments" and with "Pastoral staff" in hand, is seen with his attendants after the ceremony at the Church of the Good Shepherd. On his left hand is the Sacrist, Martin Lake, and on his right, the Master of Ceremonies, David Stevens. David Haggerty, a member of Tywardreath Secondary Modern School, was elected to his office as Boy Bishop by a secret ballot. The Church of the Good Shepherd, Par, has an Anglo-Catholic tradition.

THE LAST WORKING TIDE MILL IN ENGLAND: This mill at Woodbridge, in Suffolk, dates back to the eighteenth century and is built on the site of much older mills dating back to the twelfth century. Rising waters are trapped in a reservoir of over 7 acres and the mill will work for four hours at every high tide. As the mill is in danger of becoming derelict, the New York Community Trust, a group of American business men, is contributing money for its preservation.

ROLLING OUT THE BARREL—A SCENE AT LONDON DOCKS AS BARRELS OF WINE ARE STORED AFTER UNLOADING: These barrels were among the many to arrive at London Docks in the weeks before Christmas. They are kept in the bonded wine vaults of the docks before being taken away by dealers for breaking down and bottling in readiness for Christmas festivities.

On right—

SIR GORDON RICHARDS AND BILLY WRIGHT AT THE DINNER OF THE SHROPSHIRE SPORTSMEN: Sir Gordon is seen presenting Billy Wright, the England soccer captain, with a painting of himself on the Derby winner, Pinza.

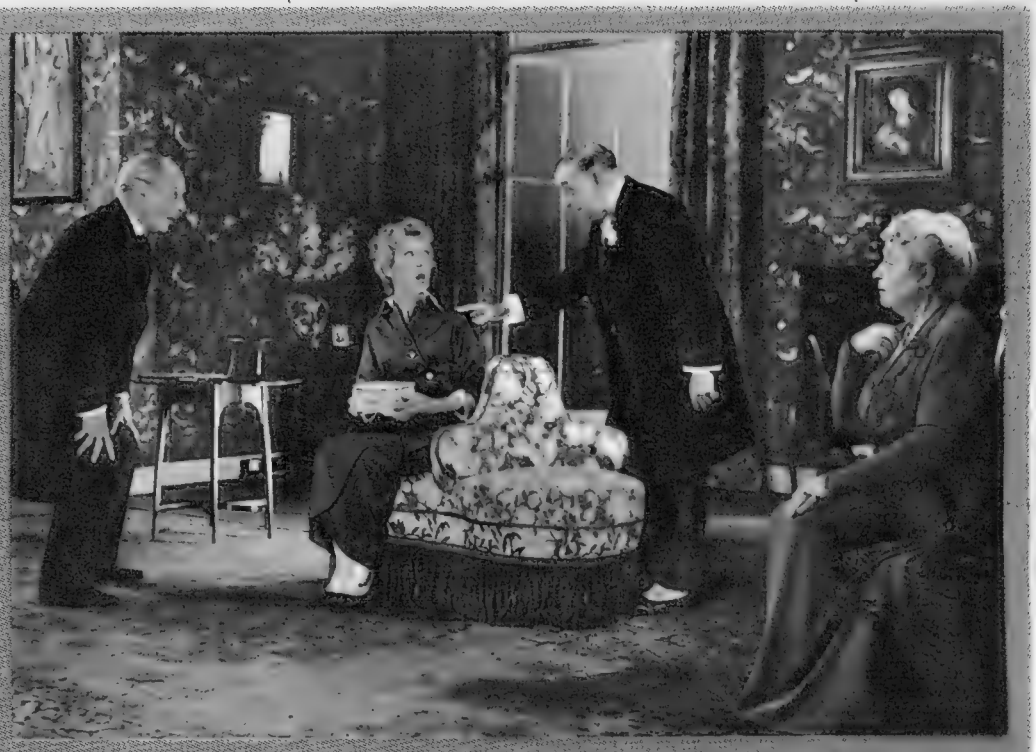
IDLE TUGS AT SOUTHAMPTON: In the background is the liner *Queen Elizabeth*, the departure of which was delayed by the strike of tug-men. The strike occurred through the decision of the Red Funnel Line that only one fireman should be used in each of the Company's two new oil-fired tugs. After a meeting between the Company and employees on the day of the strike, it was agreed that two men should be used in each vessel for a trial period of one month. At the end of this time the Company could withdraw the extra man if this was considered necessary. The liner *Queen Elizabeth*, which was due to sail on the day of the strike, was delayed for twenty-four hours, and entertainments were held on board for the benefit of passengers. Other incoming liners were diverted to Plymouth. Among these vessels was the liner *United States*.

A VIEW OF THE FIRST CHILDREN'S CHRISTMAS CONCERT AT THE ROYAL FESTIVAL HALL THIS YEAR: The concert, which was attended by the Minister of Education, Miss Florence Horsbrugh, was given by the London Senior Orchestra, conducted by Ernest Read, and a choir of 400 children. The programme consisted mainly of Christmas carols, but the orchestra, with the choir, performed the first part of the Christmas Oratorio by Bach. This was the first of the two Christmas concerts at the Festival Hall. The second, given by an orchestra and children's choir, conducted by Sir Robert Mayer, took place last Saturday.

COMEDY, OPERA AND BALLET

"PYGMALION" AT THE ST. JAMES'S THEATRE; FRENCH BALLET AT THE STOLL; AND OPERA AT THE SAN CARLO, NAPLES

ELIZA AND HIGGINS: Kay Hammond, as Eliza Doolittle, gets her first lesson in the theory of phonetics from John Clements as Professor Henry Higgins in the portico of St. Paul's Church, Covent Garden. A scene in the first act of the revival of Bernard Shaw's *Pygmalion* at the St. James's Theatre.



DOOLITTLE SURPRISES HIS DAUGHTER INTO A LAPSE OF SPEECH IN THE NEW "PYGMALION" AT THE ST. JAMES'S THEATRE: Left to right are Nicholas Hannen as Colonel Pickering; Kay Hammond as Eliza; Charles Victor as Alfred Doolittle; and Athene Seyler as Mrs. Higgins.

The first production of Bernard Shaw's *Pygmalion* was reviewed in THE SPHERE of April 18, 1914. Mrs. Patrick Campbell created the rôle of Eliza, and Sir Herbert Tree was the original Professor Higgins. The account of the play was prophetic, ending with the words "Meanwhile the hit of the play is the use of the word which generally finds its synonym in 'sanguinary' in polite society, and *Pygmalion* will go down in dramatic history as Mr. Shaw's 'sanguinary' play." It is one of the wonders of this evergreen comedy that the famous line, "Not bloody likely," still has effect with audiences which are now fully accustomed to hearing the "sanguinary" word. It is also a tribute to Shaw's sense of theatre. The present production is particularly strong in comedy, with Kay Hammond bringing her own amusing idiosyncrasy to Eliza; and John Clements as the single-minded Professor Henry Higgins. Charles Victor again plays Alfred Doolittle, and Athene Seyler finds new humour in Mrs. Higgins.

INGRID BERGMAN TRIUMPHS AT THE OPERA HOUSE IN NAPLES AS JOAN OF ARC: The Swedish film-star took twelve curtain calls at the San Carlo Opera House after playing the name-part in Honegger's dramatic oratorio, *Joan of Arc at the Stake*. Miss Bergman's success was the climax to the opening night of the Christmas season. The beautiful San Carlo Opera House was decorated with thousands of flowers, and the film-star wife of Roberto Rossellini was deluged with blooms at the end of her performance. Busoni's *Turandot* was performed on the same evening.

A NEW STAR OF ROLAND PETIT'S "BALLET DE PARIS" AT THE STOLL THEATRE: Liliane Montevecchi dancing in the ballet *La Croqueuse de Diamants*. The Roland Petit Ballet ends its present London season to-night, December 19. When the Roland Petit Ballet was in London last September, Miss Montevecchi was an inconspicuous member of the company. On their return to Paris, she was given the leading role in *La Croqueuse de Diamants* (The Diamond Cruncher) and made an immediate hit. In the last few weeks she has been again dancing the name-part with considerable success at the Stoll Theatre. The ballet tells the story of an apache girl who steals diamonds and then eats them. The piece is set in the vegetable market of Les Halles in Paris, and twenty-one-year-old Liliane Montevecchi has also to sing for the first time. She began dancing at the age of twelve.

PERSONALITIES IN THE NEWS

Arrivals and Departures at the United States Embassy; Kirsten Flagstad's Farewell to Oslo; the European Council in Paris; and Queen Salote of Tonga

THE AMERICAN AMBASSADOR GOES HOME FOR CHRISTMAS: Mr. Winthrop W. Aldrich and his wife just before they left Waterloo on the boat train. They were travelling in the *United States* to spend Christmas at their New York home. Mr. Aldrich, who was a prominent banker and who has always been well known in this country, took up his appointment as United States Ambassador in London early this year. He flew to Washington soon afterwards to attend the discussions held between President Eisenhower and Mr. Eden and Mr. Butler. This Christmas trip to the United States is his first holiday at home this year.

THE QUEEN OF THE "FRIENDLY ISLANDS" AND HER PROTÉGÉ: Queen Salote of the Tonga Islands is seen with Kitione Lave, a nineteen-year-old coloured boxer and a native of the Tonga Islands. The boxer met Queen Salote in Auckland and is now regarded as her protégé. It is said that the Queen takes a motherly interest in the boxer and that she has given him a lecture warning him against becoming too buoyed-up with his own importance during his struggle for fame as a boxer. Because of his aggressive spirit and punching power, Lave is known in the boxing world as the "Tongan Torpedo." He has already made a spectacular debut in matches in New Zealand, and it is said that his ambition is to capture the crown at present held by the American, Rocky Marciano.

A NEW ARRIVAL AT THE UNITED STATES EMBASSY IN LONDON: Mr. Walton Butterworth, who was recently appointed United States Minister to Great Britain, is seen soon after his arrival at the Embassy last week. Before holding his present position, Mr. Butterworth was the United States Ambassador to Sweden. Mr. Walton Butterworth has had a long association with this country. He was a Rhodes Scholar at Worcester College, Oxford, playing Rugby football for that college.

On left—

KIRSTEN FLAGSTAD MAKES A FAREWELL APPEARANCE IN OSLO: The celebrated opera singer is seen during her performance at the National Theatre in Oslo, where she first sang forty years ago. Madame Flagstad took her farewell of London at a concert earlier this year.

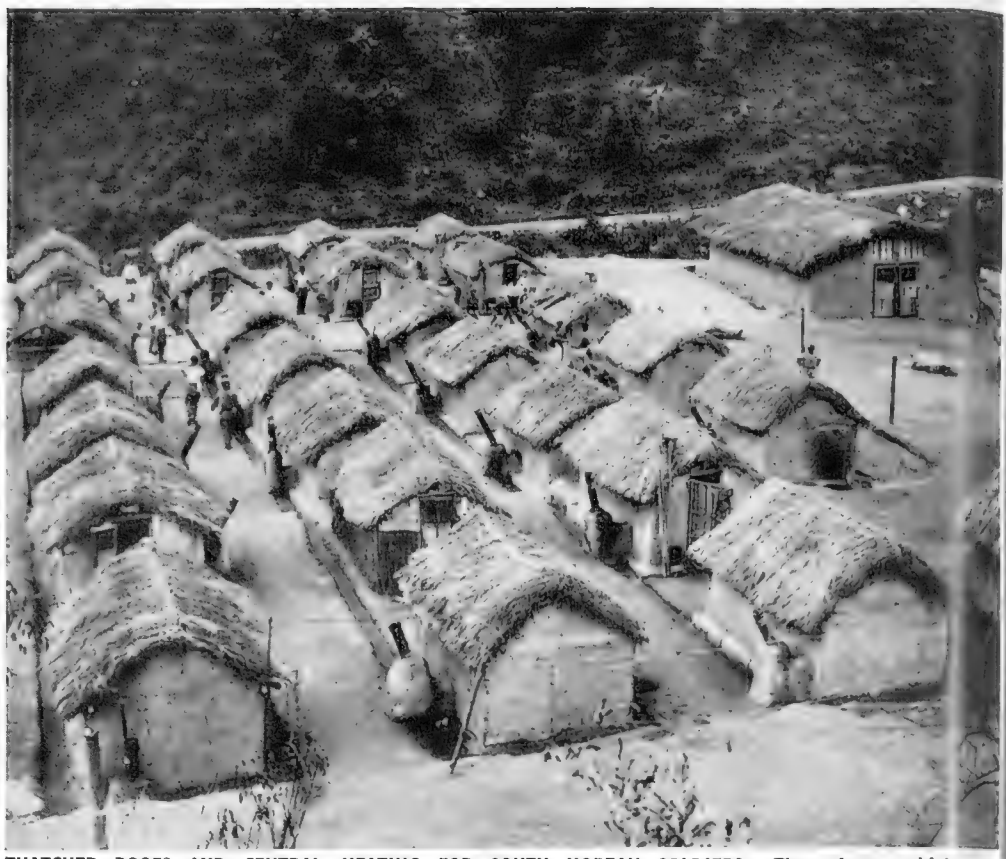
CHANCELLOR ADENAUER OF GERMANY AND M. BIDAULT, THE FOREIGN MINISTER OF FRANCE, SITTING SIDE BY SIDE AT THE EUROPEAN COUNCIL IN PARIS: At the meeting, five conventions dealing with social security and medical assistance in fifteen European countries were passed, after they had been blocked for many months by a deadlock between France and Germany over the question of whether the Saar should sign the conventions as an independent State or not. The difficulty was overcome by a "diplomatic artifice," by which M. Van Zeeland, the Foreign Minister of Belgium, signed on behalf of the Saar, without affecting the relationship of that State with either France or Germany.

MR. ARTHUR DEAN WALKS OUT—THE UNITED STATES REPRESENTATIVE AT THE PRELIMINARY KOREAN PEACE CONFERENCE LEAVING THE CONFERENCE HUT: Mr. Dean walked out of the Conference after a meeting that had lasted over 5¾ hours, after he had asked Communist representatives to withdraw accusations that the United States had plotted with South Korea to free 27,000 anti-Communist prisoners-of-war last June. The Communists refused to withdraw their allegation. This marked the end of negotiations that had lasted for some months, during which repeated attempts have been made by Mr. Dean and other United Nations representatives to bring about a Korean Peace Conference. Mr. Dean has now been recalled to Washington, where it is expected that he will deliver a report to United Nations member Governments that have had a part in the Korean War.

WORLD SURVEY

Mr. Dean at Panmunjom; The Retired Israeli Prime Minister; Independence Day in Finland; Unusual Church Architecture in Germany; A Hangar for Dirigibles; Refloating a Vessel Stranded in the February Floods, and Other Pictures of Events in Foreign Lands

THE RESIGNATION OF MR. BEN-GURION, PREMIER OF ISRAEL: The retiring Premier (right), who is going to work as a shepherd in one of the Israeli settlements as a relief from the strain of continuous public office, shaking hands with the Israeli President, Izhak Ben-Zvi, after submitting his resignation. Mr. Ben-Gurion, who is sixty-seven years of age, has been Premier for five-and-a-half years. Moshe Sharett, the Foreign Minister, has taken over as acting Premier in the Caretaker Government. Up to the last moment efforts were made to persuade Mr. Ben-Gurion to remain on, but he would not be deflected from the course that he had announced.



THATCHED ROOFS AND CENTRAL HEATING FOR SOUTH KOREAN SOLDIERS: These huts, which each accommodate nine soldiers, are situated near the "buffer zone" of Korea. They are heated by fires (the chimneys may be seen at the side of each hut) which burn below the surface of the floor. This is the usual method of heating in Korea, and the system is found even in large houses. It gives a good circulation of warm air, which is necessary in the severe winters.

FINLAND CELEBRATES THE THIRTY-SIXTH ANNIVERSARY OF HER INDEPENDENCE: The President of the Republic and his wife with some of their guests at the reception held at the Presidential residence in Helsinki to mark the Finnish Independence Day. The Diplomatic Corps, cultural and political personalities and representatives of the Press attended Mr. Paasikivi's reception. It was the Russian Revolution in 1917 which gave Finland her long-sought independence.

THE BRITISH AMBASSADOR AT THE FINNISH PRESIDENT'S RECEPTION: Sir Arthur Noble, right, with Lieut.-Colonel Van de Car, the United States Air Attaché in Helsinki, and Mrs. Van de Car.

A HANGAR FOR AIRSHIPS : This strange-looking building at South Weymouth, in Massachusetts, is to be used to house the lighter-than-air craft of the United States Naval and Marine Air Reserve squadrons that are moving from the naval station at Squantum, in the same State. The new home for the Air Reserve Squadrons at South Weymouth played an important part during the last war, when it was the base for aircraft engaged in anti-submarine patrols along the Atlantic coast of North America.

A PREFABRICATED CHURCH IN GERMANY : Built for the community of the small town of Gremberg, this church was designed by Georg Luneborg and was completed in eleven months. Except for the four main pillars, that were built on the spot, all the parts of the church were prefabricated at a factory.

THE FIRST SUCCESSFUL RE-LAUNCHING OF A SHIP WHICH WAS DRIVEN ASHORE DURING THE FEBRUARY FLOODS IN HOLLAND : *Above*—The Danish ship *Bore VI* on an improvised slipway prior to her re-launching. *Below*—Salvage workers look on as the vessel glides safely back into the sea. During the disastrous floods early this year, the *Bore VI* was driven broadside onto the beach of Schouwen Duiveland, one of the worst-hit Dutch islands in the floods. When the waters had subsided, salvage men began the difficult and strenuous task of turning the ship round to face the sea and placing her on a slipway for re-launching. On the first re-launching attempt, however, the vessel became stuck, and so the task had to be restarted. It was only recently that the ship became afloat after nearly nine months ashore.

On left—
A NEW SHAPE IN AMERICAN SKIES : This is a composite picture showing the Northrop Flying Ram, XF-79, as it would appear in flight over California. This experimental design is intended for use as a fighter. The makers claim that this type of aircraft is more manœuvrable and can carry greater loads for greater distances than the more orthodox type.

Below—
BY BOATSWAIN'S CHAIR TO THE "GOTHIC" : Surgeon Lieut.-Commander A. P. M. Nicol, who was travelling on the escort cruiser *Sheffield*, is seen being transferred to the Royal liner *Gothic*, where he helped in an emergency operation on a member of the crew. The transfer between the two ships, which took ten minutes to complete, was watched by the Queen, who also recorded it on her cine camera.

INSURANCE, PRODUCTION, AND PRICES

New Ideas about Motor Insurance. And News of the Increase in Car Production, Which has Brought no Appreciable Reduction in the Cost of Motoring

BY "THE SPHERE" MOTORING CORRESPONDENT

HOW do you like the idea of having to pay out of your own pocket the first £10 of any claim under your car insurance policy? It is a plan put forward from time to time by insurance people who are worried about the high cost of car repairs, as well as by others who think it would contribute to road safety by making motorists drive more carefully.

I personally think there might be something in the idea if it brought down insurance premiums, but I notice that at a recent debate staged by the Insurance Institute of London there was a large majority against the £10 "excess" principle.

It was argued in favour of the plan that it would make motorists more careful in the matter of letting others drive their cars, and that car maintenance, including proper brake adjustment, would receive more attention. I understand that in the U.S. and Canada they have adopted the idea of "compulsory deduction," and that it has made no difference to road accident figures. But this is a sweeping statement, and no figures or other details have been produced to support it.

Mr. George Harriman, Deputy Chairman and Deputy Managing Director of the Austin Motor Company, went along to the A40 assembly line in his Longbridge factory the other day to watch a fawn-coloured Somerset saloon roll off it.

For that car was the 2,000,000th vehicle to be built by the Austin Motor Company. It took the firm forty years—from 1906 to 1946—to build the first million. The second million have been completed in the last seven years! During those seven years Austin exports have amounted to nearly 23 per cent. of all the exports of the leading U.K. car-builders. They have included 400,000 A40s. Export earnings have brought into Britain more than £230,000,000 in foreign currency, including 120,000,000 dollars.

When the Austin works were opened in 1906 they covered 2½ acres, employed 270 workers and produced 120 vehicles a year. The Austin factories now cover 160 acres and there are 19,000 employees building cars, vans and trucks at the rate of more than 200,000 a year, or one every working minute.

Mr. Walter Hill, Managing Director of Vauxhall Motors, took part in a similar kind of ceremony at Luton recently. He sat beside Mr. Arthur Fountain when the latter drove off the assembly line a green Velox which was the 100,000th vehicle built by Vauxhalls this year.

Of the total built this year—the company's golden jubilee year—55,662 were cars. And 60,765 vehicles have been sent overseas or are on their way there. More than 500 vehicles are being completed at the Vauxhall factory every working day.

Britain's car firms are certainly doing a fine production job just now. The industry set up a new production record in October with an output of 13,293 a week, compared with the previous record of 13,211 last July.

In the first ten months of 1953 a total of more than 460,000 cars were built—100,000 more than in the same period last year—and it looks as if the number for the whole year will exceed 550,000, to smash the industry's all-time record of 522,000 set up in 1950.

Exports for the first ten months exceeded 256,000. This is well over half the total production, but is about 15,000 fewer than the number exported in the same period last year, and a much lower percentage of total production than in recent years.

Cars are still rolling on to the home market in large numbers. There were 29,638 new registrations in September, making a total of 208,919 for the first ten months of the year. It looks as if the total for the whole year will not fall far short of the annual average of about 250,000 in the years just before the war, when fewer cars were built and relatively few exported.

I am sorry to have burdened you with all these figures, but I think it is a good thing, now and again, to take a close look at how the industry is doing as regards both production and export. For these things have a vital bearing on British motoring. A brisk export trade is needed to keep our car factories working at full capacity, and so reduce production costs to a minimum when spread over total output.

Which brings me to the subject of the price "war" that was freely predicted just before the Motor Show. This has not materialised, and with every week that passes there is less chance of it happening, because with the arrival of spring there is always a revival of interest in motoring on both sides of the Atlantic, and a consequent increase in the demand for new cars. And price wars don't break out when car sales are brisk.

The recent reductions in the prices of Standard Vanguard models were the first cuts for nearly two months. Sir John Black—who has succeeded Mr. C. J. Band as chairman of the Standard Motor Company and will continue as managing director—knocked £35 off the list price of the saloon, and the total reduction, including purchase tax, is £49 11s. 8d.

So the Vanguard saloon now costs £787 7s. 6d., the Estate car has come down by £31 3s. 4d. to £897 17s. 6d., and the delivery van and pick-up truck by £16 16s. to £599 19s. 10d. Sir John describes these cuts as the Standard Company's answer to the Chancellor's appeal for reduced prices, and says the reductions have been made possible by savings in the price of raw materials and the introduction of better and quicker production methods.

With petrol costing nearly 5s. a gallon the question of m.p.g. is of vital moment to every motorist, and you may like to hear of an interesting test carried out by the Automobile Association to see if you really do get more miles out of a gallon of premium petrol than from a gallon of No. 2 grade spirit.

Twenty-eight A.A. cars were used in the experiment. Fourteen used nothing but premium petrol from February 1 to August 30, and fourteen similar cars ran on the cheaper fuel. Each group contained an Austin A70, five A40s, two Austin Sevens, a Vauxhall Velox, a Hillman Minx, a Standard Vanguard and three Standard Eights.

Both groups travelled over 60,000 miles. The overall average of the group using premium spirit was 31.5 m.p.g., which meant that on the average it cost £6 17s. 2d. to do 1,000 miles. The fleet using the cheaper petrol averaged 28.9 m.p.g., and it cost £7 3s. 10d. per 1,000 miles.

Now let 's have a word about lights. First, an appeal by the R.A.C. The Club says it is getting a lot of complaints about drivers who leave their cars at night on the wrong side of the road; that is, facing the wrong direction. "It is a dangerous practice," says the R.A.C., "and we urge motorists at night to park their vehicles on the near side of the road, facing away from overtaking traffic." I quite agree. It 's particularly dangerous in fog.

My other point about lights refers to the problem of dazzle. It cropped up in the House of Commons recently, when the Parliamentary Secretary to the Ministry of Transport (Mr. Hugh Molson) said the Government proposed to await the outcome of an international test in the U.S. before taking any further action on this matter. The test referred to will take place in the spring at the General Motors testing ground at Detroit. Its main purpose is to secure uniformity, on cars of all nations, in regard to headlamp beams when their lights are dipped.

At present the dipped headlamp beams of Continental cars have a sharper cut-off than those of cars built in the U.S. and Britain, a large number of which are now in use on the Continent. Drivers of cars built in France, Germany and Italy say the flat cut-off at the top of their dipped headlamp beams reduces dazzle to a much greater extent than the more diffused beams of the British and American cars, and that they are placed at a disadvantage when approaching cars with these "woolly" beams. It 's an important matter, this, and I hope international agreement will be quickly reached when the U.S. tests are held.

The annual dinner of the Guild of Motoring Writers was, as usual, a lively affair. Their President, the Duke of Richmond and Gordon, tried to keep order with a gavel consisting of a connecting rod from one of Goldie Gardner's record-breaking engines. His "banging block" was a piston from the engine of the late John Cobb's record-breaking car—the Napier-Railton, which averaged 393.82 m.p.h., to set up a world land speed record which still stands.

John Cobb was an honoured Vice-President of the Guild. Sammy Davis, the Guild's outgoing Chairman, has written a biography of Mr. Cobb. He did the job so well that it won for Sammy the Pemberton Memorial Trophy—a cup presented by the Guild each year to a member who has made an outstanding contribution to the cause of motoring.

The Duke of Richmond presented the Guild's new "Driver of the Year" trophy to Johnny Claes, the Belgian racing driver who, in winning this year's strenuous Liége-Rome-Liége trial, drove single-handed for forty-nine hours after his co-driver was taken ill.

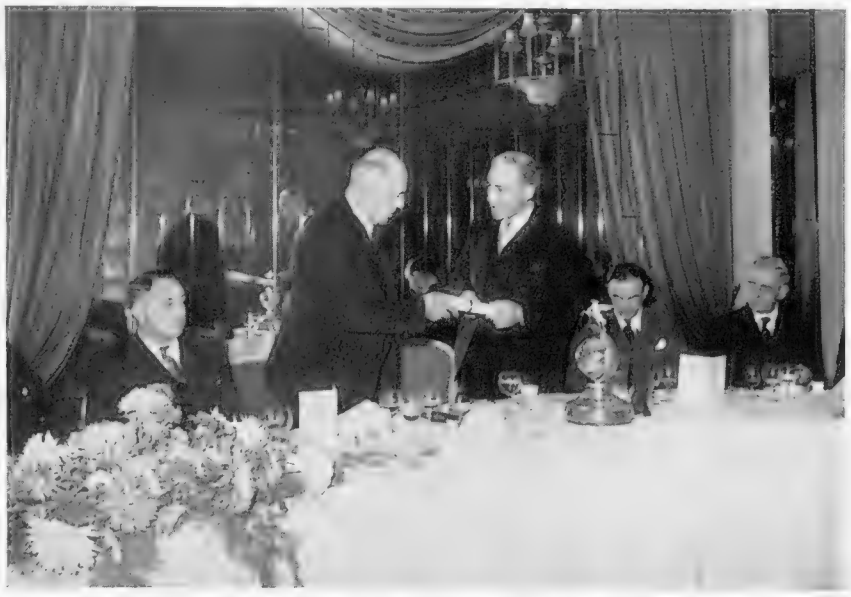
One more word about that fine character, John Cobb. . . . The Vacuum Oil Company have presented a handsome new trophy to the British Racing Drivers' Club in John's memory, for annual award to a British driver who achieves outstanding success in a British car. The B.R.D.C.'s first choice has fallen on Ian Appleyard, the famous British rally driver, who won a silver cup in this year's Alpine Trial for the fourth successive year. For winning a silver "Coupe des Alpes" last year for the third time running—he was the first driver ever to do so—Mr. Appleyard was awarded a gold cup.

The Automobile Association has extended its radio-controlled breakdown service to Scotland. The Glasgow area has been brought into a national scheme to create a radio network enabling the A.A. to keep continuous contact with its road and breakdown services.

Lord Teynham, Speaker of the House of Lords and Chairman of the A.A., went to Glasgow on St. Andrew's Day to inaugurate this new A.A. service to motorists in Scotland. He explained that the Glasgow scheme falls into two parts. From 9 a.m. to 6 p.m. a number of patrols equipped with two-way radio will be in constant touch with A.A. H.Q. while on duty within a radius of 20 miles of the city centre. From 6 p.m. until midnight, and at week-ends, radio-equipped Land-Rovers will be ready to deal with emergency calls in a radius of 10 miles from A.A. H.Q.

THE 2,000,000TH AUSTIN LEAVES THE FINAL ASSEMBLY LINE: Mr. G. W. Harriman, Deputy Chairman and Deputy Managing Director of the Austin Motor Company, and the General Works Manager, Mr. J. R. Edwards, stand on the left of the A40 Somerset saloon at Longbridge, Birmingham. It took forty years to produce the first million vehicles, but it has taken only seven years to make the second million.

THE PARK-O-METER, DESIGNED FOR USE IN BRITAIN: The compact, weatherproof American parking meter which has been adapted to receive English shillings and sixpences. The parking time purchased is registered on the dial; when this has elapsed, a red "expired" disc appears.



THE JOHN COBB MEMORIAL TROPHY PRESENTED TO THE BRITISH RACING DRIVERS' CLUB: Earl Howe, President of the B.R.D.C., accepts from Mr. J. C. Gridley, Chairman of Vacuum Oil Company, a parchment scroll accompanying the John Cobb Memorial Trophy, which stands on the table. The Company have presented the trophy for award to the British driver of a British car who has achieved success of outstanding merit.

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DECEMBER DAYS IN ENGLAND

PICTURES OF OUTDOOR ACTIVITY AND INTEREST IN THE EARLY DAYS OF WINTER IN YORKSHIRE, SUSSEX, SUFFOLK AND HAMPSHIRE

A CHURCH IN A FARMYARD: An unusual sight is this small old church which stands in the middle of a farmyard at Cowlam, near Driffield, in the East Riding of Yorkshire. Once the centre of the village, the church is now surrounded by only a few farmhouses and workmen's cottages. A service is held in the church every Sunday, and on the occasion of the recent Harvest Thanksgiving Service held there, the building was filled to capacity.

AN EARLY DECEMBER HARVEST IN THE PLEASANT, WOODED COUNTRY OF MID-SUSSEX: Bracken being harvested on Lane End Common, near Sheffield Park, the former seat of the Earl of Sheffield, which is situated half-a-mile from the village of Fletching. The bracken is used as bedding for cattle, footing for stacks, and for covering roots when stored in clamp. It was at Fletching that Simon de Montfort's army, from London, camped the night before the battle of Lewes in 1264.

WAR ON THE SOUTH COAST BEACH FLIES: Two men are seen demonstrating portable fog generators (the exhaust stream of which is used to eject insecticidal fog) on the beach at Brighton, Sussex, in an endeavour to clear the foreshore of the plague of flies which has invaded several South Coast resorts. The flies, which are thought to feed on, and breed in, seaweed, have so far defied all efforts to exterminate them. Alas, they have even been reported in inland areas. Last week Mr. Harold Macmillan, Minister of Housing and Local Government, went to Brighton to see the invasion of flies at close quarters, and to witness the methods being used to kill them. In summing up at the end of his visit, the Minister said: "It is not a case for making a mountain out of a mole-hill."

ALL EYES ON ENTRY NO. 13—A RETRIEVER SWIMS ASHORE DURING THE 3-DAY RETRIEVER CHAMPIONSHIPS IN HAMPSHIRE: A general view of the International Gundog League Retriever Society's Championships in progress at Sutton Manor, Sutton Scotney, near Winchester, showing the waterwork. There were twenty-five entries and the Championships were held at Sutton Manor by permission of Mr. J. Arthur Rank.

On right—

A GOOD YEAR FOR THE SUGAR-BEET CROP: Beet being unloaded from lorries at an Ipswich beet-sugar factory, where some 300,000 tons of beet are converted into about 40,000 tons of sugar a year. Before being taken into the factory for processing, the sugar-beet is washed by powerful water-sprays. This year the sugar-beet crop is expected to yield over 5,000,000 tons. The chief sugar-beet farming areas in England are in East Anglia, Lincolnshire and the East Midlands.

The World of Books—By VERNON FANE

OF PEOPLE AND PLACES

The Memoirs of Nancy Price and René Clair; Essays by Katherine Anne Porter; Reports from the Far East; and a Selection of Novels

THERE is as much variety in the style of memoirs as in the kinds of field flowers. Some are written as grave reflections on life, a contemplative summing up of moral and spiritual changes rather than events; some are almost impossibly rose-coloured in retrospect, and some are crammed to the covers with names of the famous and anecdotes of the mighty. Miss Nancy Price's autobiography, INTO AN HOUR GLASS (Museum Press. 15s.), is rescued from the last category because there is also a great deal in her book about animals and about the theatre, her two lifelong attachments. But there are some good stories about personalities, nevertheless, and I particularly liked such casual phrases as "I had just finished playing a game of billiards with d'Annunzio . . ."

When M. René Clair writes about the making and nature of moving pictures, it is time to perpend, at least if you are one who does not refer to the whole institution as the bioscope and regret the passing of the magic lantern. In 1923 M. Clair was a young film critic; to-day he is known as one of the most distinguished film producers in the world, and one who has contributed more to the development of the art of movies than any but a handful of his contemporaries. REFLECTIONS ON THE CINEMA (Kimber. 18s.), therefore, not only makes very good sense, since even a genius can have a practical side, but is quite an eye-opener on the subject of the intellectual approach to the subject. Incidentally, it was the poet Louis Aragon who, some thirty years ago, made this pronouncement on the whole business: "I like films without silliness," he wrote, "in which people kill each other and make love."

SHOLEM ASCH TAKES A JOURNEY: The celebrated Polish-born author seen aboard the liner *Queen Elizabeth* as he left New York en route to Nice to join his wife, who has been in poor health. In an interview before he sailed, the novelist said that although he planned to stay abroad pending his wife's recovery, he had no intention of taking up permanent residence in any other country. Neither had he any intention of relinquishing the American citizenship he acquired in 1920.

THE DAYS BEFORE (Secker and Warburg. 18s.) is a collection of thirty-three essays written over the years by Katherine Anne Porter and showing, as lucidly as even the best of her short stories, the manner of writer she is, the breadth of her interests and the interplay of her real life and the powerful life of her imagination. In this volume one may read her brilliant criticisms, as penetrating as they are constructive, of the work of Gertrude Stein, Willa Cather, Katherine Mansfield and Ezra Pound, and also her descriptive pieces on Mexico and Mexicans, on roses and their great delineator, Redouté, or on a loved grandmother in the old south: a book of enchantments.

Lord Birdwood writes of the creation of the new India and Pakistan in A CONTINENT DECIDES (Robert Hale. 21s.), and brings to his discussion not only his own past experience of life in the two countries, but the fresh findings of a recent journey there and of his many talks with the present leaders. Such an authority, for Lord Birdwood, who is the son of the late Field-Marshal, served for twenty-six years with the Indian Cavalry and also worked in a civil liaison appointment there, should be studied with attention if not always with complete agreement. I found the book vividly interesting, though, like its subject, more than a little overwhelming, and the final seven appendices very enlightening and helpful.

REPORT ON INDO-CHINA (Robert Hale. 18s.) is the result of a long visit to Vietnam, Laos and Cambodia by the indefatigable and articulate Mr. Bernard Newman, of whom it has been said, and I imagine with justice, that: "He has an uncanny knack of getting on rapidly with everybody, a terrifying energy, an absolutely unconquerable patience and cheerfulness; moreover, his sense of humour and endurance are insuperable." There you are, then. And with this natural equipment it is small wonder that Mr. Newman was able to interview the Emperor Bao Dai, the King of Laos and the Prime Minister of Vietnam, or that he flew with French parachutists, went on patrol with the Foreign Legion, escaped kidnapping, interrogated prisoners, and travelled more than 25,000 miles. Nor, indeed, is it surprising that he has written a book about it all.

With as total and abrupt a change of geographical scene and literary atmosphere as possible, there comes next on the list of this week's books M. Etienne Gilson's study of HELOISE AND ABELARD (Hollis and Carter. 16s.), a severely academic piece of work that has been translated from the French original by L. K. Shook.

One Brazilian and one French novel come this week to educate us painlessly to other points of view and other literary preferences. First, Machado de Assis, with his shrewd and witty story of nineteenth-century Brazil, DOM CASMURRO (W. H. Allen. 12s. 6d.), which has been admirably translated by Helen Caldwell, who has thereby saved us the trouble of learning Portuguese, in order to enjoy this writer's civilised and vigorous sense of comedy—a rarer asset in the novelist than the much abused sense of humour.

THE COLOURS OF THE DAY (Michael Joseph. 12s. 6d.) is M. Romain Gary's new novel, a love-story in the French manner, which is to say that it is both gay and romantic, both sardonic and tender, both worldly and idyllic. It is also vastly entertaining, completely adult and, although fautlessly translated by Stephen Becker, utterly French in essence, reflecting the Gallic passion for talk as an end in itself.

THE THIEF (Hodder and Stoughton. 12s. 6d.) could, without prejudice, be called a romance. It is the story, by Mabel L. Tyrrell, of a woman who has been unlucky in love and tries to compensate for her loneliness by stealing a little girl from a nursery school and bearing her off to France, and eventually to the Pyrenees. Written with emotion and a great aptitude for story-telling, which one must salute where one finds it.

Mr. Warren Tute continues an earlier and popular family chronicle with THE YOUNGER FELTHAMS (Cassell. 12s. 6d.), the story of an admiral's young family as observed, and noted down with straight-faced, unconscious humour by a naval chaplain who is a friend of the family's. Good-humoured, and sharply observant, without any pretensions to analysis, of the foibles of the young.

THE MUMMERS (Heinemann. 12s. 6d.) is Mr. Max Catto's novel about music-hall people just after the turn of the century. Appropriately, it is lusty and lively, as free from subtlety as one of Marie Lloyd's greatest successes, and with as much heart.

THE PICK OF TO-DAY'S SHORT STORIES (Putnam. 10s. 6d.) is the fourth in the series and has been edited by Mr. John Pudney, who has chosen the tales with the primary object of entertaining readers, and not as a cross-section of talent and taste. Thus, while the work of established authors is included, a greater proportion of the stories is the work of new writers.

Mr. William Humphrey is an American author whose short stories have achieved success in his own country, and, furthermore, he is one who follows Mr. Maugham's precept that a story should have a beginning, a middle and an end. THE LAST HUSBAND (Chatto and Windus. 12s. 6d.) is the first collection of his that I have read—I think the first published over here, and I should like to recommend it to those who appreciate a sense of form and those who, more simply, enjoy reading about people who might very well be real acquaintances.

Miss Laura Talbot has a writer's gift, or, rather, the gift that *some* writers have, of describing the everyday with a relish and an exactness that lift it out of the humdrum into the memorable. BARCELONA ROAD (Macmillan. 12s. 6d.) is one of a thousand similar roads in suburbs and seaside towns; a street of extremely respectable semi-detached houses where everybody knows three-quarters of everybody else's business, and makes up the rest. It is the kind of place that exists, and its people are real too, and if the reader doesn't feel any particular emotion about them, neither does the author.

THE IVORY GRIN (Cassell. 10s. 6d.) is by Mr. John Ross Macdonald, who would probably be the first (as I am sure I 'm not) to trace his detective story technique to the great Chandler. This is a reasonably exciting and occasionally horrific tale, and any intelligently grisly-minded reader should appreciate it. Setting: California. Score of corpses: four.

THREE BOOKS ON ART SUBJECTS.

I 'VE HEARD THE REVELLY (Gale and Polden. 21s.) *is the title for Snaffles' latest book of fascinating and amusing sketches and stories which the author/artist has illustrated and told in his own inimitable way. The sketches and stories cover the span of time from the days of Kipling's "Soldiers Three" to these modern days of "Plumbers' mates and travelling tinkers" (as Snaffles refers to them), with their armoured vehicles, parachutes and walkie-talkies. There is, of course, a sporting section, with emphasis on the "Sojer Hossifers—nasty steeple-chasin' devils."*

THE CONNOISSEUR YEAR BOOK, 1954 (The Connoisseur. 21s.) *contains descriptions of four of Britain's historic homes—Houghton Hall, Norfolk: Hagley Hall, Worcestershire: Drumlanrig Castle, Dumfriesshire, and Powis Castle, Montgomeryshire—with details of their furnishings and art treasures, illustrated by photographs in both colour and black-and-white. There are several illustrated features including such subjects as "The Story of English Coins"; "German Baroque"; "Williamsburg: A Restored Colonial Capital," and "200 Years of the British Museum." A list of notable art books of 1952/53 is also included.*

THE WORLD OF VAN GOGH (Simpkin Marshall; 25s.) *is "an out of the way" book about the painter which has come into being as the result of close co-operation between a publisher, a typographer-layout man, an art critic and a photographer. Emmy Andriesse, who died with her task unfinished, has made a photographic record of many of the towns and villages frequented by Vincent Van Gogh, the photographs being accompanied by quotations from letters or reproductions of drawings and paintings. It is explained in the lengthy introduction that "the whole purpose of this book is to provide the dominating silhouette with its true background."*

DOUBLE DUTCH ESPIONAGE

The Tangled Skein of Wartime Secret Service Work

For a long time to come we shall be noting the reverberations of *London Calling North Pole*, that remarkable book by Colonel H. J. Giskes, the former Chief of German Military Counter Intelligence in Holland, Belgium and Northern France, who described how agent after agent of the Western Allies fell into German hands within only a few minutes of being parachuted into occupied territory. The forty-sixth victim of that fatal but ingenious lure was Peter Dourlein, a young Dutchman who had escaped to England in an open launch after the disastrous days of Dunkirk, served with the Free Dutch Navy in the Atlantic, the Mediterranean and the Indian Ocean, and then offered his services to the Secret Service. Dourlein describes in his book, INSIDE NORTH POLE (William Kimber. 15s.), how he was parachuted into Holland on the night of March 9-10, 1943, and was arrested by agents of the German Sicherheitsdienst, who incarcerated him in the Gestapo prison in North Brabant. Determined to warn the Allied Secret Service about the North Pole operation, or the England Game, as it was called, Peter and a fellow-agent, J. B. Ubbink, managed to escape, making their way amid great privations and dangers through Belgium, France, Switzerland and Spain to Gibraltar, finally reaching England on February 1, 1944. It took four months for Peter to persuade the British that he was genuine, but he finally cleared himself of suspicion and served once again against the enemy, this time as a corporal gunner in the Air Force. The most particularly exciting part of this story is the author's account of the trek through the Pyrenees along the well-worn but arduous escape route; the most mystifying and intriguing part of the book is the account of espionage and counter-espionage in Holland, where so tangled became the skein that the threads of evidence are not even now straightened out. It was even believed in Holland after the war that British spies had worked there in the guise of Nazis, and Germans who arrested Dutch resistance agents were, in fact, also secret agents for Britain and arrested the Dutchmen as cover for their real activities. Peter Dourlein can be congratulated on his escape from these vast and treacherous entanglements, and also upon the very excellent account he has given of his wartime adventures. He is doubtless not the last of the North Polar men to make their report to the world, and from it we shall doubtless build up a picture of what is quite the seamiest side of war, while admiring the hardihood of those who were willing, during Europe's travail, to follow its tortuous paths.

Nothing is more welcome than news from the other side of the Iron Curtain, news which is at once factual and authoritative. Lydia Kirk, wife of Admiral Kirk, the United States Ambassador to Russia from 1949 to 1952, has set down impressions of her sojourn in a book entitled POST-MARKED MOSCOW (Duckworth. 18s.). The book is based on the letters which Mrs. Kirk popped in the diplomatic bag and sent home. While in Moscow she tried to see all that she could, and on the rare occasions when she travelled beyond the line allowed to members of the foreign Diplomatic Corps, she obtained some interesting glimpses of village life. Much of Mrs. Kirk's letter-writing concerned the everyday diplomatic round, showing what a frustrated life a Moscow mission imposes on the world's envoys and their wives, but these letters are very well worth reading.

Anders Sparrman was one of the three foreign scientists who sailed with Captain Cook in 1772 on his three-year voyage round the world in H.M.S. *Resolution*. His journal is the only known work written by one of Cook's companions which has not up to now been generally available. It is published under the title of A VOYAGE ROUND THE WORLD (Robert Hale. 21s.), this being the first general edition following the limited edition published by the Golden Cockerell Press in 1944. Sparrman not only took an interest in carefully recording everything of a scientific nature which occurred on the long voyage, but he also presented in his journal a very vivid picture of Captain Cook and his men. This Swedish scientist joined Captain Cook at Table Bay. At the time he was working at the Cape, nominally acting as tutor to the children of the Dutch Resident of False Bay, but actually engaged in botanical research. Sparrman was then only twenty-four years of age, but he had already been on a voyage to Canton in an East Indiaman and, in addition to his botanical qualifications, had been trained in medicine. Even so, Cook was at first a bit reluctant to take him on, but further acquaintance showed that Sparrman was a good companion, as well as an observant one, on a perilous voyage.

Peter Scott and James Fisher, two of our best-known ornithologists, have collaborated in a volume entitled A THOUSAND GEESE (Collins. 21s.). This is the remarkable story of Peter Scott's expedition to the Central Plateau of Iceland in search of the breeding-ground of the pink-foot geese. The expedition was entirely successful, over 1,000 geese and goslings being marked. The account of the expedition on horseback into the interior is enthralling reading, and photographs, drawings and maps make the journey easy to follow.

The latest addition to the Regional Books is TORRIDON HIGHLANDS (Robert Hale. 18s.), by Brenda G. Macrow. The book covers one of the wildest and most impressive regions of the Highlands.

PROGRESS AT GUILDFORD

At Last there are Reports of Marked Progress in the Construction of the New Cathedral on Stag Hill, Surrey

THE RISE OF THE NEW GUILDFORD CATHEDRAL ON STAG HILL, A SPUR OF THE HOG'S BACK : A view from the south showing the transept, chancel and partly completed tower, work on which is now progressing rapidly. At a recent meeting of the Guildford Diocesan Conference it was announced that 1953 would be regarded as the turning-point in the history of the building, for there were new signs of hope and confidence. Lack of funds, following on the suspension of work during the war, has hampered the construction. It is hoped that the first part of the building will be finished by the end of 1954.

COMMEMORATING THE FIRST BISHOP OF GUILDFORD : The arms of Bishop John Harold Greig, carved in Doulting stone by Vernon Hill, seen in position over the Cathedral's sacristy door. Bishop Greig became the first Bishop after the formation of the diocese in May 1927.

SPRAYING ON ACOUSTIC PLASTERING TO THE AMBULATORY VAULTING : The plastering of the walls is now nearing completion and the money for this work is in hand. The Cathedral's foundation-stone is situated in the ambulatory.

ST. URSULA'S PORCH—THE BISHOP'S ENTRANCE AT THE SOUTH-EAST END OF THE CATHEDRAL : In a niche inside the porch is a stone carving of the Cornish Princess who, according to legend, was martyred by the Huns at Cologne in the fourth or fifth century. The figure is in memory of the wife of Mr. William Fitz-Simon, of Whitby.

THE CROSSING OF THE CATHEDRAL AS IT APPEARS TO-DAY : The nave will eventually join the building at this point. The folding doors and the walls immediately above and in the two bays are temporary, while the steps in the foreground mark the position for the west door. Red brick and Clipsham stone are being used in the construction.

Standing on the top of Stag Hill is the imposing, part-finished Cathedral of the modern Diocese of Guildford. Building operations on the new edifice actually began in 1936 and a roadway was driven up Stag Hill for the vehicles bringing materials to the site. Work went ahead steadily until 1939, when the war intervened, and thereafter even maintenance operations were not upon an adequate scale. By 1939 one-third of the building had been finished. In 1948 a fresh start was made, and, despite the lack of large sums of money, much of the east end up to the crossing and tower has been completed; the nave has yet to be built. That, at present, is the state of the Cathedral, which was intended to have been partly completed and opened for worship in 1941. Now, after many years of waiting and planning, comes better news. At this month's meeting of the Diocesan Conference, Mr. Lawrence Powell told the members that, with the help of more money, £15,000 of work had been commissioned between spring 1953 and spring 1954, compared with a yearly average since the war of £4,500. In addition, it was hoped that soon after the New Year the authorities would be able to put in hand an additional £10,000 worth of work. To complete the first part of the building by the end of 1954 the Council for the new Cathedral Fund will have to raise about £55,000, the sum required "to turn a shell into a shrine."

For the festive occasion . . .

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Open position, exc. cooking. All-in price from Fr. 16.50.

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A "DISMISSED" AMERICAN JUDGE STAYS ON

U.S. CHIEF JUSTICE WILLIAM CLARK WORKING AT HIS DESK IN FRANKFURT, GERMANY, AFTER THE EXPIRATION OF THE TIME ALLOWED FOR HIM TO RETURN TO WASHINGTON: He is defying a State Department dismissal order and continuing to work in his Frankfurt Court of Appeals office. He has also said that he would sue the State Department for his salary if it stopped paying him after January 8, 1954. The present situation arose when Chief Justice Clark was ordered to return to Washington for consultations by December 7, after he had been notified that he would not be reappointed to his post when his term of office expired in January. The State Department also said that his appointment was being ended as an economy and because there was not enough work for a judge of his experience. Speaking at a news conference, Chief Justice Clark said he would stay on to take care of 142 appeals which were pending. He also considered that his departure would greatly delay the Court's work.

A HOODED MAN TELLS OF "RUSSIAN MASSACRE"

A WITNESS TELLS OF AN ALLEGED MASSACRE IN THE BALTIC: A hooded man testifies before the U.S. Congress Sub-Committee investigating the Soviet occupation of the Baltic countries, at a hearing in Detroit. The man, whose face was covered to prevent identification and possible reprisals on relatives in Communist occupied countries, wept as he told of the alleged massacre by Russian soldiers of 500 Lithuanian men, women and children at Camp Praviemiskis in June 1941.

A QUEEN GOES SHOPPING IN NEW YORK

QUEEN FREDERIKA OF GREECE MEETS MRS. ELEANOR ROOSEVELT IN NEW YORK DURING THE GREEK ROYAL VISIT TO THE UNITED STATES: The Queen and Mrs. Roosevelt are seen outside the Waldorf-Astoria Hotel at the end of a shopping expedition. Queen Frederika later attended a luncheon given by Mr. Harry S. Truman.

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SINCE MID-VICTORIAN TIMES

Higson (at last winging a Pheasant, after missing right and left all day). "AH, HA! KNOCKED HIM OVER THAT TIME, JENKINS!" *Keeper.* "YES, SIR, THEY WILL FLY INTO IT SOMETIMES!"

[*The bucolic Jenkins may be forgiven for not wholly participating in the Exuberant Jubilation which so obviously possessed his Master. But when offered one of the Sporting Gentleman's 'THREE CASTLES' Cigarettes, he was constrained to admit that although the Squire's prowess in the Field left much to be desired, his choice of a Good Tobacco was Impeccable.*

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THE "THREE CASTLES"
THE "THREE CASTLES"
THE "THREE CASTLES"

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St. Mary's HOME for CHILDREN
(Church of England)
ASK YOUR HELP

After 68 years' service the old boilers supplying hot water for heating, cooking and domestic use must be replaced
THEY WILL COST £5,000

The Home is still **VOLUNTARY,** *with no State aid*

WHO WILL HELP?
WE MUST KEEP THE CHILDREN WARM

Donations to :—
Sister Superior (E. M. Tindall)
St. Mary's Home, Broadstairs

A MIRACLE FOR CHRISTMAS

SURELY Christmas, above all, is the time for Miracles, for the making *and* for the receiving of Miracles.

It would be wonderful if every single reader of our paper would decide to work a Miracle this Christmas—if each one would send a gift to all those who appeal to them through our pages. There are so many who depend only on you to bring them any joy at this time of great rejoicing.

We commend them to your care ; the sick and the sad, the very old and the very young, the lonely and the lost.

If you love children, remember St. Mary's Home, Broadstairs ; The Children's Society, Old Town Hall, Kennington, S.E.11 ; Dr. Barnardo's Homes, Stepney Causeway, E.1 ; The Fairbridge Farm Schools, 38, Holland Villas Road, Kensington, W.14.

If you love music, remember the Musicians' Benevolent Fund, 7, Carlos Place, W.1.

If you have pity for the old and the sick, remember The East End Mission, Commercial Road, Stepney, E.1 ; The Imperial Cancer Research Fund, Lincoln's Inn Fields, W.C.2 ; The Church Army, Bryanston Street, W.1. ; The Salvation Army, Queen Victoria Street, E.C.4.

If you love the sea and our Island story, remember The Shipwrecked Mariners' Society, 16, Winifred Street, S.W.1.

If you are grateful for this wonderful Coronation Year, remember the great Abbey in the heart of our land, which urgently needs your help. Send to the Abbey Appeal Fund, Westminster Abbey, S.W.1.

Please work a Miracle for their Christmas

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Please help to save the ABBEY by sending a Christmas Gift to The ABBEY APPEAL FUND

Your donation should be addressed to :—
The Dean of Westminster,
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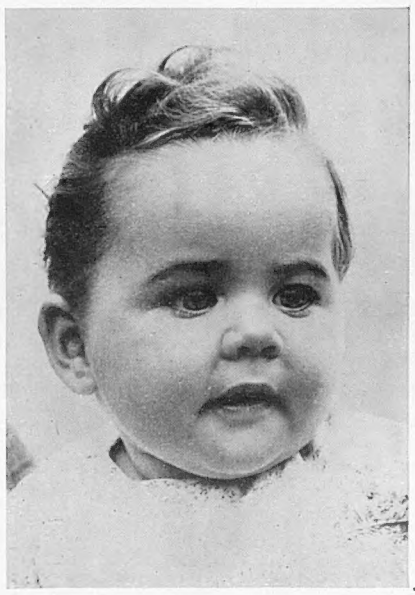
Westminster Abbey,
London, S.W.1

N.B. Cheques and Postal Orders should be made payable to the Westminster Abbey Appeal and crossed / & Co /



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7,000 children in our care are hoping you will be their Father Christmas. Please remember them.

CHRISTMAS GIFTS

of any amount will be warmly welcomed.

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This Christmastide
please remember . . .

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The Musicians' Benevolent Fund is the ONLY Charity for Musicians entirely supported by voluntary contributions that disburses thousands of pounds annually to unemployed, sick and aged professional musicians who are not members or contributors to its funds. Will you please help in this great work?

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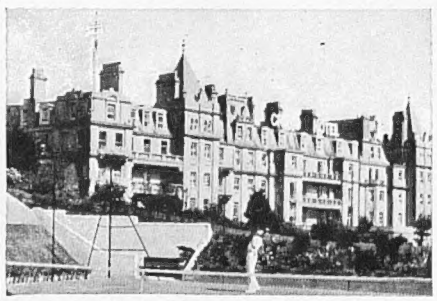

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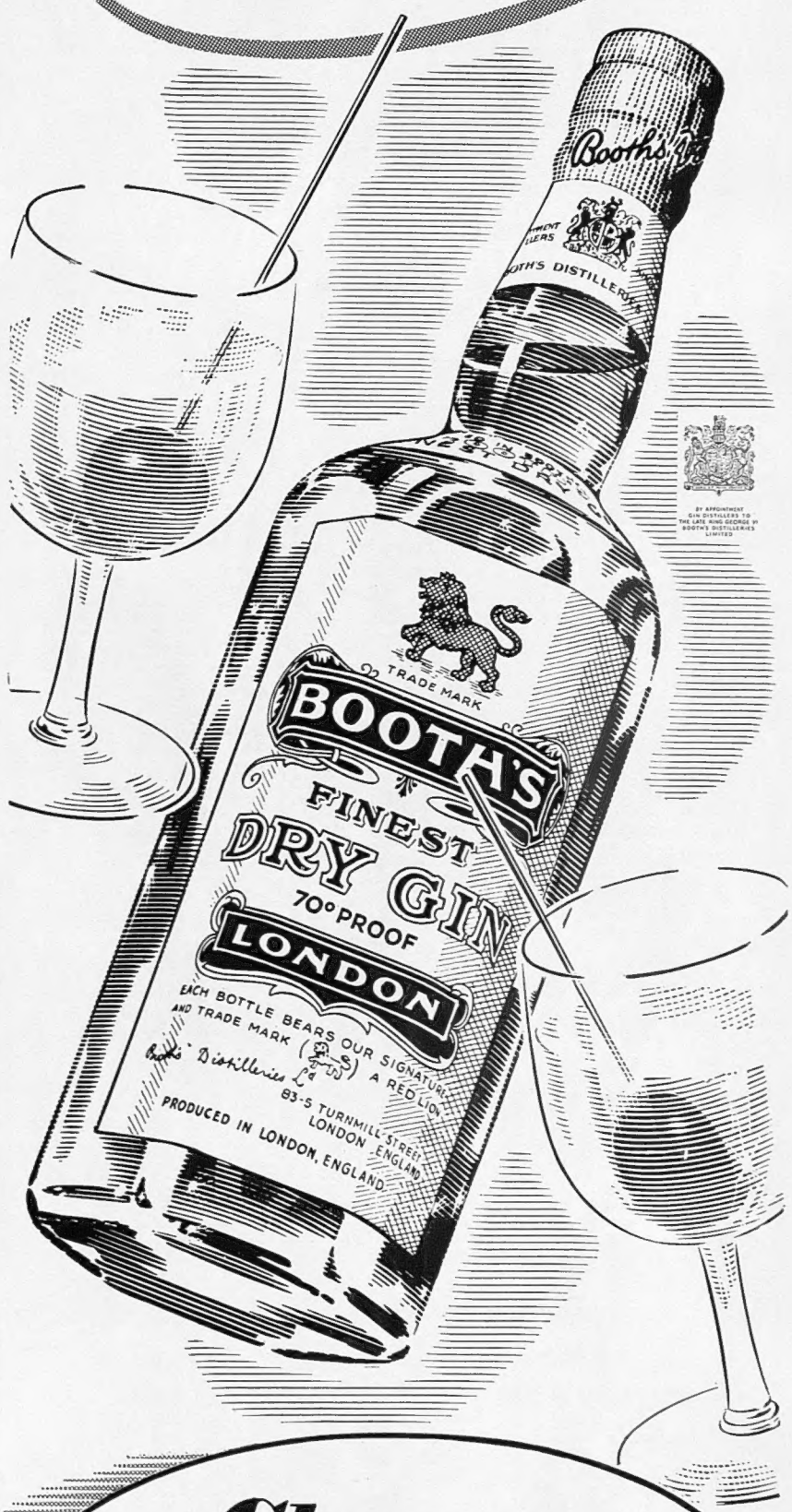
As the Italian said to the French . . .

In all things there is only ONE BEST



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